

2003 Legislative Session

Report to the Washington Transportation Commission

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**Washington State
Department of Transportation**

New Transportation Funding The “Nickel Funding Package”

“Nickel Funding Package” Enacted by the Washington State Legislature

Projected Ten-Year Proceeds

New Funding Restricted to Highway Use (18th Amendment)

<i>Five Cent Gas Tax Increase</i>	<i>\$ 1,747 m</i>	
<i>15% Increase to Weight Fees</i>	<i>118</i>	
<i>Title Fee Transfer to Nickel Account</i>	<i>58</i>	
Total Cash Revenue		\$ 1,923
Proceeds from Bond Issuance		2,600
Less Debt Service on New Bonds		(950)
Total 18th Amendment Restricted Funds		\$ 3,573 m

New Funding Available for Any Transportation Investment

<i>Sales Tax on Motor Vehicles</i>	<i>\$ 347 m</i>	
<i>Plate Retention Fee</i>	<i>40</i>	
Total Cash Revenue		387
Proceeds from Bond Issuance		350
Less Debt Service		(132)
Total “Flexible” Funds		\$ 605 m

Total Ten-Year Funds Available	\$4,178 m*
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Funding for Aviation was also increased by the Legislature. SB 6056 adjusts fees, taxes and penalties for pilots and aircraft resulting in \$1.1 million additional funds each biennium.

** Funds available are shown in nominal dollars, i.e. they represent the tax collections and bond proceeds available in the years as they go by through the ten year period and have not been adjusted to a base year.*

“Nickel Funding Package”

Projected “Nickel Funding” Ten Year Transportation Investments*

Highway Improvement Projects (Including HOV)	\$3,252 m
Highway Preservation Projects	145
Ferry Projects	298
Local Roads Projects	12
Rail Projects	226
Public Transportation Programs and Grants	236

Total Ten-Year Investments	\$4,169 m
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* The amounts shown represent only the investment from the Nickel Funding Package. Over the ten-year period WSDOT total capital investments are projected to be \$10 billion.

What Does This Mean For WSDOT Funding in 2003-2005?

WSDOT's 2003-05 Operating and Capital Budget

	Operating	Capital	Total
Pre-existing Funding Sources	\$ 994 m	\$1,974 m	\$2,968 m
Nickel Funding Package	37	621	658
Total Funding	\$1,031 m*	\$2,595 m**	\$3,626 m**

* In addition, \$4.5 million is authorized for Business and Occupation tax credits for the Commute Trip Reduction Program in the 2003-05 biennium.

** Includes approximately \$613.3 million for the Tacoma Narrows Bridge.

The capital program will be partially financed by bond proceeds: R-49 bonds \$767.7 m, Special Category C Bonds \$44.0 m, Emergency Emergent Bond \$2.85 m, New Bond Authorization Nickel Account \$280.0 m, New Bond Authorization Multimodal Account \$47.77m. Of the \$767.7 m in R-49 bonds, \$567.0 m will be issued for the Tacoma Narrows Bridge.

What Does This Mean For WSDOT Funding Over The Next Ten Years?

Projected WSDOT Operating and Capital Budgets and Legislative Ten-Year Financial Plan (as currently projected) *

	Operating	Capital	Total
Pre-existing Funding Sources	\$ 5.1 b	\$ 6.1 b	\$11.2 b
Nickel Funding Package	0.3	3.9	4.2
Total Funding	\$ 5.4 b**	\$10.0 b***	\$15.4 b

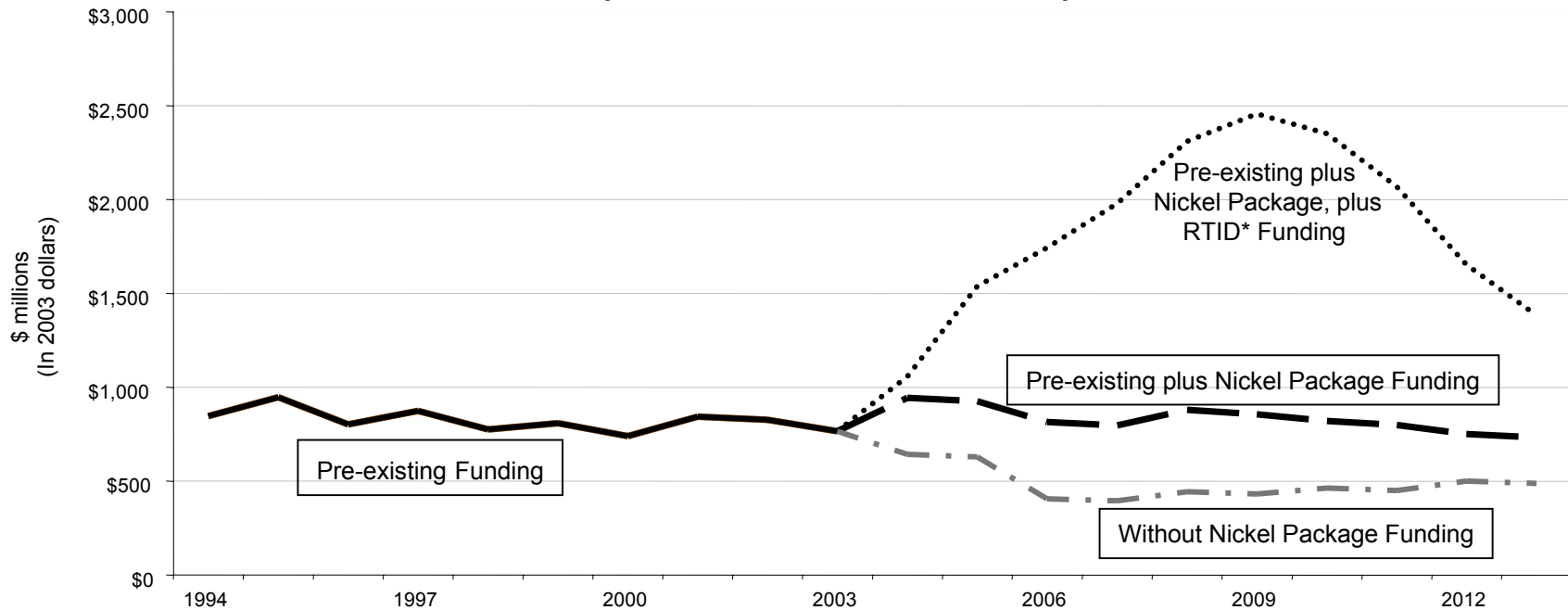
* As displayed in TEIS Fund Balance 'SENCONF3 With Adjustments'. Discussions are still underway between department and legislative staff to finalize the out-biennia estimates.

** In addition, \$22.5 million is authorized for Business and Occupation tax credits for the Commute Trip Reduction Program over the ten-year period.

*** The capital program will be partially financed by bond proceeds: R-49 bonds \$805.7 m, Special Category C Bonds \$44.0 m, Emergency Emergent Bond \$2.85 m, New Bond Authorization Nickel Account \$2.6 b, New Bond Authorization Multimodal Account \$349.5 m. Of the \$805.7 m in R-49 bonds, \$567.0 m will be issued for the Tacoma Narrows Bridge.

Overall Level of Capital Investment Continues to Depend on the RTID

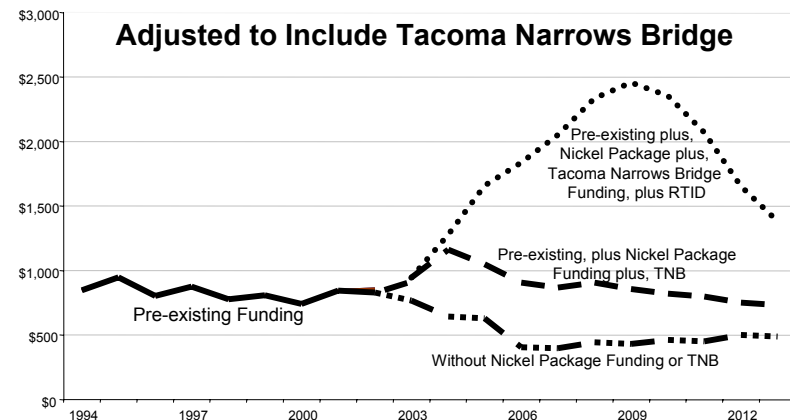
(in 2003 constant dollars)



* RTID funding is based on "RTID Option 3": 0.5% Sales Tax, \$75 License Fee and 0.2% MVET

RTID amounts assume bonding authorization provided by the Legislature plus additional state bonding yet to be authorized by the Legislature.

The above investment levels exclude the Tacoma Narrows Bridge. The investments levels including the Tacoma Narrows Bridge are shown in the chart to the right.



Significant Legislation Pertaining to RTID Enacted by the Legislature in 2003

- **County Equity • SHB 2033**
Tax dollars raised in a county build projects within that county
- **Bonding • SB 5769**
\$4.5 billion bonding authority for RTID
- **Local Option Gas Tax • ESSB 5247**
Allow 10% of state rate (2.8¢) for RTID or county

RTID vote in Pierce, King and Snohomish Counties now envisioned for 2004.

Overview of the 2003-05 Transportation Budget

CAPITAL BUDGET OVERVIEW

(dollars in millions)

	2001-03 Budget*	2003-05 Proposed Budget**	2003-05 Enacted Budget	2003-2013 Plan***
Highway Construction	\$1,533.0	\$1,679.6	\$2,258.1	\$8,018.5
Ferry System Construction	177.4	165.7	182.6	1,339.6
Capital Facilities	12.3	22.7	17.3	49.0
Traffic Operations	24.2	28.6	29.2	135.7
Rail	21.4	22.6	46.3	438.0
Local Programs	111.3	56.2	61.7	68.6
Transportation Economic Partnerships	1.4	0.0	0.0	0.0
Total	\$1,881.0	\$1,975.4	\$2,595.2	\$10,049.4

*Includes 2003-05 program structure changes, 2003 Supplemental Budget adjustments, and projected expenditures for the Tacoma Narrows Bridge.

**Reflects the Commission's proposal and includes the reappropriation request.

***As displayed in TEIS Fund Balance SENCONF3 with adjustments.

HIGHWAY IMPROVEMENTS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Highway Improvements	\$742.1 M	\$983.5 M	\$4,665.3 M
Tacoma Narrows	\$233.0 M	\$613.3 M	\$613.3 M

- The 2003-05 Enacted Budget begins a ten-year program to address some of the most critical needs of Washington's transportation system.
- Investment from the Nickel Package is dedicated to the projects included in the ten year plan developed by the Legislature.
- Safety is a priority for the funding.
- Congestion relief is significantly addressed through project investments.

- The funding provided for the analysis of the impacts that an expansion of the SR 520 Evergreen floating bridge will have on the streets of North Capitol Hill, Roanoke Park, and Montlake will lapse if the city of Seattle does not match the \$250,000 by January 1, 2004.
- The department is to retain outside experts to conduct a study to provide the legislature with information regarding the feasibility of pursuing a Washington commerce corridor.
- The department shall submit a report on those projects receiving fund transfers to the transportation committees by December 1, 2004.

HIGHWAY PRESERVATION

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Highway Preservation	\$557.9 M	\$661.3 M	\$2,739.9 M

Preservation is also a priority for funding, as follows:

- Replace crumbling concrete road surfaces,
- Repair bridges in danger of collapse during earthquakes,
- Replace the east half of the Hood Canal Bridge, and
- Repair the Yakima River Bridge in Richland on SR 240.

➤ The department shall submit a report on those projects receiving fund transfers to the transportation committees by December 1, 2004.

FERRY SYSTEM CONSTRUCTION

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Ferry System Construction	\$177.4 M	\$182.6 M	\$1,339.6 M

- The budget for 2003-05 includes funding to preserve existing ferry terminals and vessels, to begin replacement of four auto-passenger ferries built in 1927, and to design multimodal terminal improvements at Anacortes, Edmonds and Mukilteo.

CAPITAL FACILITIES

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Capital Facilities	\$12.3 M	\$17.3 M	\$49.0 M

- The budget includes funding to complete work in progress on the Wenatchee and Pomeroy maintenance facilities, enhance radio communications, complete minor region projects, and make the final debt service payment on the Southwest regional office.
- Funding is included for site selection and purchase option for the new Olympic Region Support Complex (Thurston County Light Industrial) and site acquisition for the Seattle Maintenance Facility.

➤ By September 1, 2003, the department shall submit a report to the transportation committees describing its adopted design standards for maintenance facilities and the stakeholder involvement process undertaken to develop them.

TRAFFIC OPERATIONS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Traffic Operations	\$24.2 M	\$29.2 M	\$135.7 M

- The department will complete 22 ongoing projects, and begin 15 to 20 new projects that improve traffic flow, such as traffic and weather information cameras for motorist and media use, electronic freeway entrance equipment to enable traffic signal timing to be automatic in response to traffic flow, and traveler information systems and electronic signing for motorist traffic advisory.
- The budget also provides funding for completion of commercial vehicle information system and networks and weigh-in-motion projects at three sites to enhance freight mobility.

RAIL

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Rail	\$21.4 M	\$46.3 M	\$438.0

- **Freight Rail** - Funding is provided for the Palouse River and Coulee City railroad acquisition, the Tacoma Morton line repairs, and a transload facility in Eastern Washington to improve the movement of goods throughout the state and to the ports, and to reduce truck traffic on the highways.

➤ If the department issues a call for projects, applications must be received by the department by November 1, 2003, and November 1, 2004.

- **Passenger Rail** - The budget provides funding from the Nickel Package for track and infrastructure improvements between Seattle and Bellingham. The reappropriation includes \$8.8 million of federal funds for the King Street Station project and \$3.1 million to complete the Ruston Way crossover project.

LOCAL PROGRAMS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Local Programs	\$111.3 M	\$61.7 M	\$68.6 M

- The additional funding is earmarked for the State Infrastructure Bank and the Columbia Center Boulevard railroad crossing.
- Funding is reappropriated for congestion relief projects for cities and counties, local freight mobility projects, small city pavement preservation grants, traffic safety near schools grants, fish passage barrier removal, and Columbia River dredging.

➤ The department shall submit a report on those projects receiving fund transfers to the transportation committees by December 1, 2004.

OPERATING BUDGET OVERVIEW

(dollars in millions)

	2001-03 Budget*	2003-05 Proposed Budget**	2003-05 Enacted Budget	2003-2013 Plan***
Highway Maintenance and Traffic Operations	\$316.6	\$332.9	\$328.0	\$1,719.1
Ferry System Maintenance and Operations	318.2	327.8	314.7	1,649.2
Public Transportation and Rail	47.3	49.2	84.3	487.3
Aviation	5.1	4.9	6.0	32.7
Transportation Partnerships	11.1	10.9	10.6	55.7
Facilities Maintenance and Operations	30.3	31.8	31.0	162.7
Program Delivery Management and Support	33.5	31.8	49.4	272.8
Transportation Management and Support	27.0	27.1	27.6	144.4
Information Technology	68.3	72.1	70.8	324.2
Transportation Planning, Data, and Research	32.6	32.5	47.9	202.1
Charges from Other Agencies	48.4	62.2	61.1	345.6
Total	\$938.4	\$983.2	\$1,031.4	\$5,395.8

*Includes 2003-05 program structure changes and 2003 Supplemental Budget adjustments.

**Reflects the Commission's proposal and includes the reappropriation request and legislative compensation adjustments funded in the programs.

***As displayed in TEIS Fund Balance SENCONF3 with adjustments and excludes Tacoma Narrows maintenance and operations.

HIGHWAY MAINTENANCE & OPERATIONS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Highway Maintenance & Operations	\$284.0 M	\$289.0 M	\$1,514.7 M

- Funding is provided to maintain additions to the state highway system made during the 2001-03 biennium.
- This funding allows for a continuation of the level of service targets included in the 2001-03 biennium.
- WSDOT is instructed to concentrate in the following areas:
 - Eliminating the number of activities delivered in the “F” level of service at the region level,
 - Reducing the number of activities in the “D” level of service, and
 - Evaluating, analyzing, and potentially redistributing resources within and among regions to provide greater consistency in delivering the program statewide and in achieving overall level of service targets.

TRAFFIC OPERATIONS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Traffic Operations	\$32.6 M	\$39.0 M	\$204.4 M

- The budget includes additional funding to operate traffic control devices installed during the 2001-03 biennium.
- Funding is provided to continue the incident response program expanded in fiscal year 2003.

FERRY SYSTEM MAINTENANCE & OPERATIONS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Ferry System Maintenance & Operations	\$318.2 M	\$314.7 M	\$1,649.2 M

- Funding in some categories is reduced to reflect the 5+5+5 plan, including schedule adjustments, moving the Hyak and Evergreen State to half-time status, and proposed efficiencies.
- Funding is provided for passenger-only ferry service from Bremerton to Seattle for thirteen weeks and from Vashon to Seattle for the biennium.
- Funding is included to strengthen risk management, to support technology systems and infrastructure, to establish labor relations positions, and to consolidate safety, regulatory, and environmental elements of the Safety Management System.

- The department must report to the transportation committees by December 1, 2003 on the following:
 - The plan, developed by July 1, 2003, to increase passenger-only farebox recovery to at least 40 percent, with an additional goal of eighty percent, through increased fares, lower operation costs, and other cost-saving measures. In order to implement the plan, ferry system management is authorized to negotiate changes in work hours, but only with respect to operating passenger-only ferry service.
 - The potential for private or public partners, including but not limited to King county, to provide passenger-only service from Vashon to Seattle.
 - Options, strategies, and recommendations for managing fuel purchases and costs identified by working with the Department of General Administration.
- By December 1st of each year, the status of implementing and completing the regional fare coordination system (smart card) shall be provided to the legislative transportation committees.
- The department must also report by December 1, 2004, to the committees on the options, strategies, and recommendations for sale/lease-back agreements on existing ferry boats as well as future ferry boat purchases.

PUBLIC TRANSPORTATION AND RAIL

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Public Transportation	\$14.3 M	\$49.2 M	\$286.5 M
Rail	\$33.0 M	\$35.1 M	\$200.8 M

Public Transportation

- The budget provides an additional \$33.5 million from the Nickel Package for public transportation grant programs, including rural mobility, paratransit/special needs transportation, CTR, and vanpools.
- Funding is also included to reinstate the commute trip reduction tax credits for private and public organizations that have been in force for the years 1994 to 1999 but were eliminated as a result of the enactment of Initiative 695.

Rail

- The budget includes funding to maintain the level and quality of service of the four state sponsored Amtrak passenger runs and preserve the light density rail freight service as an important component of the state's transportation system.

AVIATION

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Aviation	\$5.1 M	\$6.0 M	\$32.7 M

- The budget provides additional funding for preservation grants and search and rescue and safety and education activities. This is made possible with the new revenue from adjustments to fees, taxes, and penalties for pilots and aircraft (SB 6056).
- In order to increase the amount of funding available for grants under the existing revenue structure, the department is encouraged to increase the percentage of Federal Aviation Administration (FAA) registered aircraft operated in this state that also register with the state.

TRANSPORTATION ECONOMIC PARTNERSHIPS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Transportation Economic Partnerships	\$1.5 M	\$1.0 M	\$5.3 M

- The budget provides funding to maintain an independent economic partnership program and complete the study of public-private partnerships.
 - The findings and recommendations of the Legislative Oversight Committee will be reported to the Legislature by December 1, 2003.
- The legislature did not transfer these activities to the Transportation Planning, Data, and Research program, as proposed by the Commission.

LOCAL PROGRAMS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Local Programs	\$9.6 M	\$9.6 M	\$50.4 M

- The budget includes funding to maintain the 2001-03 level of educational and technical support to local agencies, including cities, counties, ports, transit agencies, tribal governments, and other transportation partners.
- Funding is also provided for the following:
 - Maintenance Administrative Review program,
 - Endangered Species Act training,
 - Skagit flooding study, and
 - State share of completing the marine cargo forecast.

FACILITIES MAINTENANCE & OPERATIONS

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Facilities Maintenance & Operations	\$30.3 M	\$31.0 M	\$162.7 M

- The budget provides additional funding for fixed cost increases.
- Funding was reduced for salaries, benefits, and other operating costs in the expectation that administrative efficiencies can be achieved.

PROGRAM DELIVERY MANAGEMENT & SUPPORT

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Program Delivery Management & Support	\$33.5 M	\$49.4 M	\$272.8 M

- Funding is transferred from the Improvement program for staffing, activities, and administration of the department's environmental-related functions, including the Environmental Affairs Office and support for environmental streamlining through the Transportation Permit Efficiency and Accountability Committee (TPEAC).
- The budget includes the program structure change to consolidate management support for Highway Construction and Maintenance with Regional Management and Support.

TRANSPORTATION MANAGEMENT & SUPPORT

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Transportation Management & Support	\$27.0 M	\$27.6 M	\$144.4 M

- The budget includes funding to implement the Transportation Efficiency Act of 2003 (SSB 5248), which requires the following:
 - The department is to develop and implement a financial incentive program and to establish a human resources skills bank.
 - All municipal corporations, which own or operate an public transportation system, are to submit a maintenance management plan for certification by the Commission.
 - Cities and towns are to provide the Commission with preservation rating information.
- Staffing and other administrative costs have been reduced with the expectation that the department will achieve additional administrative efficiencies.

INFORMATION TECHNOLOGY

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Information Technology	\$68.3 M	\$70.8 M	\$324.2 M

- The budget includes funding for a feasibility study to develop a long-term modernization and integration strategy for ten critical business systems and for network infrastructure replacement and upgrades.
- Funding is provided for the labor collection system, Automated Operating Support System, Point of Sale System, new telephone systems, networks, and workstation support to adequately maintain Ferries information technology.

- The department shall report on its proposed application modernization plan to the transportation committees by June 30, 2004.
- By December 1st of each year, the status of implementing and completing the regional fare coordination system (smart card) shall be provided to the legislative transportation committees.
- The department shall report to the legislative committees by December 1, 2004 on the survey, conducted by the Department of Information Services, that identifies possible opportunities and benefits associated with siting and use of technology and wireless facilities located on state right of way authorized by RCW 47.60.140.

TRANSPORTATION PLANNING, DATA, & RESEARCH

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Transportation Planning, Data, & Research	\$32.6 M	\$47.9 M	\$202.1 M

The budget includes funding for the following:

- Additional support for Regional Transportation Planning Organizations and long range transportation planning efforts.
- Assistance with the costs of the Regional Transportation Investment District (RTID) election and project oversight.
- External review of RTID project costs estimates in order to provide the best available estimate of cost.

- Study of congestion relief solutions for Puget Sound, Spokane, and Vancouver.
- Strategic freight transportation analysis.

CHARGES FROM OTHER AGENCIES

	2001-03 Budget	2003-05 Enacted Budget	2003-2013 Plan
Charges from Other Agencies	\$48.4 M	\$61.1 M	\$345.6 M

- The budget provides additional funding for premium increases to the state's self-insurance fund.
- The budget provides funding for the charges from other agencies such as the Attorney General, Office of the State Auditor, the Department of Personnel, the Department of General Administration, and the Secretary of State at the levels recommended by the governor.
- Funding is not provided for the new charges for the Office of Financial Management services and collective bargaining and the Office of Minority and Women's Business Enterprises.

Attachments

Project List

Highway Construction Projects Planned to Start by June 2005

2003 Principal Legislation on Transportation Topics

Key Action Items

Project List

"NICKEL FUNDING PACKAGE" ENACTED FOR TRANSPORTATION BY THE 2003 WASHINGTON STATE LEGISLATURE

List of projects scheduled for funding from the 2003 5¢ gas tax increase and other new fees and charges.

This list has been prepared by WSDOT from the project listing adopted by the Legislature in the Transportation Budget (ESHB 1163) and transmitted to the Legislative Evaluation & Accountability Program from the Chairs of the Senate and House Transportation Committees on April 27, 2003.

Projects on this list are grouped in the following sub-lists:

Highway Improvement Projects (incl. HOV) ¹	\$3,252
Highway Preservation Projects	\$145
Ferry Projects	\$298
Local Roads Projects	\$12
Rail Projects ²	\$226
Public Transportation Programs and Grants	\$236
Total	\$4,169

1. The amount displayed here includes Federal and Local funds which will augment the amounts funded from the Nickel Package. Other discrepancies are due to rounding. It should be noted that numerous other transportation projects will also be undertaken utilizing other State and Federal funding that is not part of the 2003 Nickel Package including, for example, pre-existing gas tax amounts.
2. Of this amount, \$17 million is provided for rail operations and is included in the list below.

For project pages providing additional details on the projects displayed below go to:
www.wsdot.wa.gov/projects.

May 13, 2003

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
Highway Improvement Projects			\$3,252	
Tri-Cities	Benton	SR 240 - Tri-Cities - Additional Lanes Constructs additional lanes on SR 240 between Richland and Kennewick, linking Interstate 182 with the U.S. Department of Energy's Hanford site, the Columbia Center commercial areas and east Kennewick industrial zones. This project will save travel time for auto and vanpool commuters, expand and enhance the pedestrian/bicycle corridor to facilitate alternate modes of transportation. There are currently four lanes. There will be six lanes when this project is completed.	\$57.2	2004
4 Miles E of Leavenworth	Chelan	US 2 - Dryden Installs a traffic signal system.	\$0.3	2007

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
4 Miles East of Leavenworth	Chelan	US 2 - 97 Peshastin East Interchange Constructs a new interchange at the junction of US 2 and US 97 to reduce the risk of accidents occurring at this intersection.	\$25.4	2007
Entiat	Chelan	US 97A - Entiat Park Entrance - Turn Lanes Constructs a left-turn lane into Entiat River Park.	\$0.2	2004
Blyn	Clallam	US 101 - Corriea Rd Vic to Zaccardo Road This project flattens slopes and establishes access control to reduce the severity of accidents.	\$0.4	2009
E of Sequim	Clallam	US 101 - Northbound Truck Climbing Lane Constructs a northbound truck-climbing/passing lane to improve traffic operations and mobility. There are currently two lanes. There will be three lanes when this project is completed.	\$1.9	2009
Seiku	Clallam	SR 112 - Hoko-Ozette Road This project straightens the curve and installs a traffic barrier to reduce the severity of accidents.	\$1.1	2008
Blyn	Clallam / Jefferson	US 101 - Blyn/Gardiner Truck Passing Lanes Constructs a northbound climbing/passing lane near Gardiner, and passing lanes in each direction near Blyn. Reduces congestion and accidents by allowing safe passing of slow moving vehicles. There are currently two lanes. There will be three and four lanes when this project is completed.	\$3.4	2008
Vancouver	Clark	Widen I-5 Each Direction from Salmon Creek to I-205 Constructs an additional through lane and an auxiliary lane in each direction on I-5 from NE 99th Street to NE 134th Street. This project will improve safety and relieve congestion along I-5 in Clark County. There are currently 4 lanes. There will be 8 lanes when this project is completed.	\$34.0	2003
Vancouver	Clark	I-5 - SR 502 Interchange and Corridor Widening Constructs a new interchange on I-5 at NE 219th Street, buys right of way and establishes access control on the SR 502 corridor from the new interchange to Battle Ground. When complete, this project will alleviate congestion and improve safety at the NE 179th Street interchange while providing a more direct access to Battle Ground and North Clark County from I-5. There will be four to six lanes when this project is completed.	\$49.7	2006
Vancouver	Clark	Reconstruct I-5 Interchange at NE 134th Reconstructs the NE 134th Street interchange at the junction of I-5 and I-205. The improvement is needed to maintain safety on I-5 and I-205 and to keep traffic moving at acceptable levels through the interchange area. Amount shown is the State's contribution to a partnership with Clark County.	\$40.0	2011
Vancouver	Clark	I-205 - Mill Plain Exit - 112th Connector Constructs a new ramp from the I-205/Mill Plain northbound off ramp to NE 112th Avenue. This improvement will reduce congestion on Mill Plain and the I-205 northbound off ramp.	\$13.5	2006
Vancouver	Clark	SR 500 - New Interchanges and Additional Lanes Constructs a new interchange on SR 500 at 112th Avenue/Gher Road to reduce accidents at the current at-grade intersection at this high accident location.	\$23.3	2003

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
Kelso	Cowlitz	New Bridge between I-5 and SR 411 Constructs a new bridge across the Cowlitz River linking I-5 and SR 411 from the Ostrander Interchange to Lexington. The project will reduce travel times between Lexington and I-5 and reduce congestion on SR 4 in Kelso. The \$5 million shown is the State's contribution to a Cowlitz County project.	\$5.0	2008
Richland	Franklin	I-182 - US 395 I/C - Roadside Safety This project reduces the severity and accident rate at this location by adding a widened and flattened slope on the outside of the ramp.	\$0.1	2003
Pasco Vicinity	Franklin, Benton	US 395 - Kennewick Variable Message Sign Installs a variable message sign and camera near the north end of the Blue Bridge to warn traffic of congestion and accidents ahead.	\$0.4	2003
Moses Lake	Grant	I-90 - Replaces Potato Hill Bridge Replaces the low-clearance Potato Hill Rd Bridge to eliminate a detour now required for legal-height trucks, and reduce the risk of over height trucks hitting the bridge on Interstate 90. Design is funded from pre-existing revenue sources.	\$3.6	2005
Federal Way	King	I-5 - SR 161/SR 18 Triangle Improvements Design analysis to determine appropriate improvements to the I-5 / SR-18 interchange and provide direct freeway-to-freeway connections between I-5, SR-18 & SR-161.	\$3.0	na
Federal Way, Milton	King	I-5 - Pierce County Line to Tukwila Stage 4 HOV This project will widen I-5 to provide northbound and southbound HOV lanes from Pierce County Line to South 320th Street. There are currently 8 lanes. There will be 10 lanes when this project is completed.	\$55.1	2005
Shoreline	King	I-5 - NE 175th St. to NE 205th St. - NB Auxiliary Lane Widen northbound I-5 to the outside to provide 12 foot wide auxiliary (add/drop) lane between the northbound NE 175th Street on-ramp and NE 205th Street off ramp to increase roadway capacity and improve traffic operations. This project will also re-stripe the existing northbound 11-foot lanes to 12 feet and re-stripe the existing 8-foot shoulders to 10 feet. This project will install a WSP HOV Enforcement Area between NE 185th ST and NE 195th ST in the median. In addition, approximately 2,100 feet of noise wall barrier will be added along the right side of the freeway and a portion of the northbound on ramp from NE 175th Street to mitigate traffic noise levels. Addresses congestion choke point. There are currently 8 lanes. There will be 9 lanes when this project is completed.	\$7.4	2004
King County	King	SR 18 - Issaquah Hobart Rd to I-90 Widening This project will complete the environmental work for widening SR 18 between Issaquah/Hobart Road and I-90 and make improvements to the I-90/SR 18 interchange. This project will complete the re-vegetation between Covington Way and Issaquah Hobart Rd.	\$16.4	na
North Bend	King	I-90 - Eastbound Ramp to SR 202 Provides a two-lane roundabout at the intersection of the eastbound off ramp and on ramp terminals and SR 202.	\$0.8	2007

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
West of North Bend	King	I-90 - Eastbound Ramps to SR 18 This project consists of two stages. The first stage installs a signal and restripes the existing ramp to provide a 400-foot right-turn pocket. Stage two will widen the ramp and shoulders to provide a second left-turn lane to meet safety standards. In addition, the project widens SR 18 to provide a northbound receiving lane for the second left-turn lane. The project also widens the county road extension of SR 18 for approximately 1,000 feet. This will extend the receiving lane through the westbound ramp intersection and will provide an area for the lanes to merge back into a single lane. The project also modifies the existing signals at the ramp terminals. Stage 1 will start construction in 2003. Stage 2 will start construction in 2007.	\$3.3	2003
Seattle, Mercer Island, Bellevue	King	I-90 - Two-Way Transit & HOV Contributes to a partnership project that will provide reliable two-way transit and HOV operations on I-90 between downtown Seattle and Bellevue (I-405).	\$15.0	2004
Tukwila	King	SR 99 - S 138th St Vic to N of S 130th St Widens SR 99 to provide 8-foot wide right and left shoulders. Electrical and drainage systems will be modified to accommodate the widening.	\$2.9	2007
Seattle	King	SR 99 - Alaskan Way Viaduct & Seattle Seawall Replacement Project Completes environmental review, purchases property for construction staging, advances project design, constructs traffic detour, and carries out high priority risk reduction construction. This work completes the first stage of the overall project to replace the viaduct and seawall.	\$177.0	2006
Federal Way	King	SR 99 - S. 284th to S. 272nd St. - HOV Lanes Constructs HOV lanes along this section of SR 99 with improvements for bus zone upgrades, ADA Access and pedestrian safety. This project will also provide transit signal priority system at the signalized intersections. There are currently 5 lanes. There will be 7 lanes when this project is completed.	\$12.7	2005
Shoreline	King	SR 99 - Shoreline Aurora Ave - N Corridor Transit/HOV Lanes Constructs new transit HOV lanes in each direction. This is the state's contribution toward the City of Shoreline SR 99 improvement project to reduce congestion and improve safety. There are currently 5 lanes. There will be 7 lanes when this project is completed.	\$10.0	2005
Milton/Federal Way	King	SR 161 - Jovita Blvd to S. 360th St.- Widen to 5 Lanes Widens SR 161 to five lanes between Jovita Blvd and S. 360th St to increase mobility and improve traffic safety and operations. The project will provide four 11-foot lanes, a 12-foot continuous two way left-turn lane, 4-foot bike lanes, curb and gutter, and 6-foot sidewalk. There are currently two lanes. There will be five lanes when this project is completed.	\$25.5	2004
Auburn to Kent	King	SR 167 - 15th Street SW to 15th Street NW - HOV Construct northbound HOV lanes to reduce congestion in this heavily traveled corridor. In the SB direction, the roadway meters and HOV bypass lanes will be added to on ramps at several interchanges.	\$39.6	2004

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Kent, Auburn	King	SR 167 - Valley Freeway Expansion Completes environmental review for the SR 167 Valley Freeway corridor project that will reduce congestion. This project will evaluate options for a comprehensive set of corridor improvements that can be implemented with RTID funding to improve movement of people, vehicles, and freight in this heavily congested corridor.	\$9.6	na
Near Auburn	King	SR 167 - Northbound Ramps to Ellingson Road Constructs a traffic signal and turn lane at the SR 167 northbound ramp terminal and Ellingson Road.	\$0.6	2006
3.5 mi. West of Fall City	King	SR 202 - Jct 292nd Ave SE Constructs turning lanes and installs a new traffic signal at the intersection of SR 202 and 292nd Avenue SE. This project will also widen 292nd Avenue SE to provide a 150 foot right turn lane to eastbound SR 202.	\$1.0	2006
Fall City	King	SR 202 - Preston-Fall City Road & Jct SR 203 Constructs sidewalks and intersection control improvements at the intersection of SR 202 and Preston-Fall City Road and at the intersection of SR 202 and SR 203.	\$2.4	2006
East of Redmond	King	SR 202 - 244th Avenue NE Constructs a traffic signal at the intersection of SR 202 and 244th Ave NE.	\$0.6	2006
South of Duval	King	SR 203 - NE 124th/Novelty Rd Vic. Constructs a roundabout at the intersection of SR 203 and NE 124th Street/Novelty Hill Road.	\$1.8	2003
Bellevue, Kirkland and Renton	King	I-405 - Congestion Relief & Bus Rapid Transit (BRT) Projects Fixes congestion hotspots in Renton, Bellevue, and Kirkland. The Renton project constructs one additional lane approaching the I-405/SR 167 interchange (northbound from SR 181 to SR 167 and southbound from SR 169 to SR 167). The Bellevue project constructs one lane each direction between SE 8th and I-90 and replaces the Wilburton Tunnel. The Kirkland project constructs one lane NB from NE 70th to NE 124th and SB from SR 522 to SR 520.	\$485.1	2007
Burien, SeaTac, Des Moines	King	SR 509 - I-5 - Freight & Congestion Relief Project Allows WSDOT to buy critical right of way along the route of the new SR 509 connection to I-5 and advance project design.	\$35.0	na
S. of Maple Valley	King	SR 516 - 208TH and 209TH Ave. SE Adds left-turn lanes at the 208th Avenue SE intersection, adds a westbound left-turn lane to the 209th Avenue SE intersection, and widens lanes and shoulders to meet current standards.	\$0.8	2005
Seattle	King	SR 519 - S Seattle Intermodal Access - Royal Brougham Constructs improved connections for ferry and freight traffic to the Port of Seattle terminals and the Central Waterfront area. These improvements separate vehicle, pedestrian, and rail traffic to improve flows and reduce accidents. Stage 1 at Atlantic Street is funded and currently under construction. Additional funding will allow for construction of future phases.	\$41.6	2010

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Seattle, Bellevue, Medina, Hunts Point, Clyde Hill	King	SR 520 - Bridge Replacement & HOV Project Completes environmental review, designs the floating bridge and approaches, and constructs noise walls at the I-5/SR 520 interchange. This work completes the first stage of a larger corridor project to replace the floating bridge and make other improvements on SR 520.	\$55.8	2005
Redmond	King	SR 520 - W Lake Sammamish Parkway to SR 202 - Add Lanes Constructs one HOV lane and one auxiliary lane in each direction between West Lake Sammamish Parkway and SR 202, and completes the interchanges at SR 202 and West Lake Sammamish Parkway. Improves safety and relieves congestion on SR 520, SR 202 and Avondale Road. There are currently 4 lanes. There will be 6 lanes when this project is completed.	\$102.3	2008
Seattle to Bothell	King	SR 522 - I-5 to SR 405 - Multimodal Project Constructs transit queue jumps at selected signalized and pedestrian controlled intersections (currently estimated at 18 intersections) along SR 522 and provides signal priority at these intersections. This may include the relocation of existing bus stops to optimize the benefits of the transit queue jumps. This may also be done in partnership with several local agencies. Year of construction start will depend on the partnership agreement.	\$5.1	2004
Bothell	King	SR 522 - Bothell - UW Campus Access WSDOT's contribution toward General Administration's project to construct a new interchange on SR 522 to provide direct access to and from the new University of Washington Bothell/Cascadia Community College joint campus in Bothell.	\$8.0	2004
Issaquah	King	SR 900 - SE 78th St to Issaquah - Additional Lanes Constructs one new lane in each direction from SE 78th to Newport Way. From Newport Way to I-90, the roadway will be widened for a HOV lane southbound from I-90 to Gilman Blvd, and northbound from the park and ride lot to the I-90 westbound on ramp. Turn lanes will be built for additional intersection capacity and access. Project improves traffic flow. There are currently 2 lanes. There will be 4 lanes when this project is completed.	\$14.8	2007
Bremerton	Kitsap	SR 304 - SR 3 to Bremerton Ferry Terminal - Additional Lanes Widens the roadway and constructs HOV lanes to reduce congestion. Amount shown is State's contribution to a City of Bremerton project. Total project cost is \$41M. There are currently four lanes. There will be six lanes when this project is completed.	\$11.0	2004
Silverdale	Kitsap	SR 3 - SR 303 I/C (Waaga Way) - New Ramp This project constructs a new freeway-to-freeway ramp from northbound SR 3 to southbound SR 303 with an undercrossing at Kitsap Mall Blvd. The Kitsap Mall Blvd/Clear Creek Road and existing structure will also be widened. When completed, this project will improve traffic flow, reduce congestion and provide improved access to regional shopping areas.	\$15.2	2004
North of Purdy	Kitsap	SR 16 - Burley Olalla Interchange Constructs a diamond interchange to replace the at-grade intersection of Burley and Olalla Roads with SR 16. This will improve safety by eliminating cross-traffic conflicts.	\$15.2	2009

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Port Orchard	Kitsap	SR 160 - SR 16 to Longlake Road Vic This project reconstructs and widens the existing roadway to reduce the accident rate and the severity of accidents.	\$3.9	2009
West of Cle Elum	Kittitas	I-90 - Increase Vertical Clearance on Cle Elum River Bridges Modify the existing Cle Elum River Bridges to increase the vertical clearance by raising cross frames.	\$0.7	2004
Columbia Basin	Kittitas	Truck Climbing Passing Lanes - I-90/Cle Elum to Vantage Constructs new truck-climbing/passing lanes eastbound from Highline Canal to Elk Heights and westbound from Vantage to Ryegrass Summit to reduce accidents from slower moving vehicles and passing vehicles. There are currently 4 lanes. There will be 5 lanes when this project is completed.	\$13.4	2003
Chehalis	Lewis / Thurston	I-5 from Rush Road to 13th Street Improves freight mobility, economic development and safety by adding one lane in each direction from Rush Road to 13th Street and constructing an interchange at Labree Road. Funding also includes approximately \$31 million for Chehalis River Basin flood control project. There are currently four lanes. There will be six lanes when this project is completed.	\$71.4	2007
Hood Canal	Mason	SR 106 - Skobob Creek - Fish Passage This project is the state's contribution to a partnership project that replaces a fish barrier culvert with a bridge. Local partnership funding is required for completion and is expected to be provided by the Hood Canal Salmon Enhancement Group.	\$1.3	2005
Metaline Falls	Pend Oreille	SR 31 - Metaline Falls to Canadian Border - Reconstruction Reconstructs SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions.	\$15.9	2004
Tacoma, Fife, Milton, South Hill	Pierce	I-5 Improvements - Port of Tacoma Rd to the King/Pierce County Line Purchases Right of Way and constructs HOV lanes on I-5 from the Port of Tacoma Road to the Pierce/King County line. There are currently 8 lanes. There will be 10 lanes	\$33.6	2009
Tacoma	Pierce	I-5 HOV Improvements - S. 48th Street to Pacific Ave. Improves safety on I-5, from 38th Street to I-705 by adding a collector-distributor to allow for easier merges on and off the freeway.	\$93.0	2005
Parkland	Pierce	SR7 - SR 507 to SR 512 Constructs sidewalks, retaining walls, illumination, and consolidates access points.	\$9.5	2003
Gig Harbor, Tacoma	Pierce	SR 16 HOV Improvements - Olympic View Dr. to Union Ave. Construct HOV Lanes on SR 16 from Olympic Drive in Gig Harbor to Union Ave. in Tacoma. There are currently 4 lanes. There will be 6 lanes when completed.	\$90.5	2003

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Tacoma	Pierce	SR 16 - Nalley Valley Viaduct Begins reconstruction of the I-5/SR 16 Interchange to accommodate future HOV lanes including direct freeway connectors. This project removes the existing Nalley Valley Viaduct and the Sprague Ave. Interchange. It replaces them with multiple bridges and roadways providing separate directional movements between the two freeways and Sprague Avenue.	\$155.6	2008
Puyallup	Pierce	SR 161 - SR 167 Eastbound Ramp Realigns SR 167 westbound and eastbound ramps and installs a new signal system. Project also modifies the existing signal at North Levee Road intersection.	\$1.9	2008
Edgewood	Pierce	SR 161 - 36th to Jovita - Additional Lanes Widens this section of SR 161 to a five lane roadway with two lanes of travel in each direction plus a center two way left-turn lane, and installs a signal at the 8th Street Intersection. There are currently two and three lanes. There will be five lanes when this project is completed.	\$19.5	2008
South Hill	Pierce	SR 161 Corridor Improvements – 176th to 234th Provides additional capacity and safety improvements along four miles of SR 161. There are currently 2 lanes. There will be 5 lanes when this project is completed.	\$19.4	2003
Tacoma, Fife, Puyallup	Pierce	Tacoma to Edgewood New Freeway Construction (SR 167 Extension) Funds preliminary design engineering and selective right of way purchases on a project that will ultimately build a new four-lane freeway from the Port of Tacoma to I-5 and from I-5 to the existing SR 167 in the vicinity of Puyallup and Sumner. The later section includes two general purpose lanes and one HOV lane in each direction.	\$63.3	na
Buckley	Pierce	SR 410 - Additional Lanes and Signal Constructs two additional general purpose lanes, a median barrier and a signal to improve traffic operations and mobility from 214th to 234th.	\$6.0	2006
Lakewood, Spanaway	Pierce	SR 704 - Cross Base Highway Completes environmental, design work, and early right-of-way acquisition for the new cross-base highway project. When this project is completed (which will require funding by RTID), it will provide a direct east-west highway link that will connect I-5 with mid-Pierce County. The Cross-Base Highway will be a new 6-mile, 4-lane limited access highway with additional turn lanes at 4 intersections and 1 interchange.	\$15.0	na
Mt Vernon	Skagit	I-5 - 2nd Street Bridge Replacement Replace the low-clearance 2nd Street Bridge to eliminate a through-city detour now required for over-height trucks. Eliminates the risk of over height trucks hitting the bridge on the busy I-5 mainline.	\$12.0	2004
Burlington	Skagit	SR 20 - Fredonia to I-5 - Additional Lanes Constructs an additional lane in each direction between SR 536 and I-5 and modifies the interchange at I-5 to increase safety and reduce congestion. There are currently two lanes. There will be four lanes when this project is completed.	\$76.5	2006

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South of Anacortes	Skagit	SR 20 - Quiet Cove Road to SR 20 Spur Widens SR 20 to 12' lanes and 4' shoulders. Closes the intersection of Deception Rd and SR 20. Provides a left-turn lane at the Lunz Rd./SR 20 intersection. Improves fish passage at Meadow Creek by replacing a culvert with a bridge. Constructs a right-turn pocket at South Campbell Lake Rd. and closes the Lunz Rd. intersection. Provides left-turn channelization at Alimida Vista. The Miller Rd. intersection will be grated to allow emergency vehicles only. A left-turn lane will be striped on SR 20 at Miller/Gibraltar Rd. Provide vertical and horizontal geometric improvements throughout the corridor.	\$7.5	2006
North of Oak Harbor	Skagit, Island	SR 20 - Ducken Road to Rosario Road Improves turning movements at Ducken Road by constructing a southbound left-turn lane and a northbound right-turn lane. Guardrail will be updated and illumination will be provided.	\$2.2	2006
Gold Bar	Snohomish	SR 2 - Pickle Farm Road/Gunn Road Constructs a 200-foot eastbound left-turn lane and a 100-foot westbound left-turn lane on SR 2 at the Pickle Farm Rd/Gunn Rd intersection. The existing right-turn pocket will be reconstructed to current standards. Signing, sight distance and side slopes will be upgraded to current standards.	\$0.7	2007
East of Stanwood	Snohomish	I-5 - SR 532 Interchange Improvements This project is early in the definition phase and changes to project scope, schedule and cost are likely once further analyses are completed and public input is obtained. Currently it is assumed that the project will construct roundabouts at the northbound off ramp and Old SR 99 intersections with SR 532, relocate the existing park and ride, and modify the southbound I-5 off ramp to right-turns only. Also included is the required stormwater treatment and wetland mitigation.	\$7.7	2006
Lynwood, Everett	Snohomish	I-5 - 52nd Ave W. to SR 526 - SB Safety Upgrades the 44th Ave. "W" southbound on-ramp to meet current design standards. Upgrades illumination and guardrail in the 44th Ave. "W" interchange area. Installs 5 miles of median barrier between 52nd Ave. W and 128th St. SW.	\$2.4	2006
Everett	Snohomish	I-5 - Everett - SR 526 to US 2 - HOV Lanes Construct HOV lanes in each direction on I-5 between SR 526 and Marine View Drive, build auxiliary lanes between 41st Street interchange and US 2, and move the Broadway off-ramp to the right side. There are currently 6 to 8 lanes. There will be 8 to 10 lanes when this project is completed.	\$238.7	2008
Clearview	Snohomish	SR 9 - 212TH Street SE Vic to SR 96 Constructs northbound and southbound left-turn lanes on SR 9 at 188th St SE, a two-way left-turn lane on SR 9 at 172nd St SE, and a southbound lane on SR 9 at SR 96/Lowell-Larimer Rd. A traffic signal will be installed at 164th St SE.	\$5.0	2007
South of Arlington	Snohomish	SR 9 - SR 528 Intersection Installs a signal at the SR 9/SR 528 intersection and extends the right and left-turn lanes as needed.	\$0.7	2003

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North of Arlington	Snohomish	SR 9 - Schloman Road to 256th Street E. Widens SR 9 to provide 12-foot lanes and four-foot shoulders and realigns two existing curves along this section of roadway. Slopes will be flattened and other safety features will be improved as needed.	\$12.2	2006
North of Arlington	Snohomish	SR 9 - 252ND Street NE Vicinty Widens SR 9 to provide a northbound left-turn lane and four-foot shoulders at the 252nd Street NE intersection. In addition, this project will install illumination and guardrail, relocates utility poles, and replaces a culvert.	\$0.6	2006
Clearview	Snohomish	SR 9 - SR 522 to 176th St. SE - Stage 1B, 2, and 3 Widens four miles of SR-9 including left turn lanes and sidewalks in selected locations. There are currently 2 lanes. There will be 5 lanes when this project is completed. Stages 1B and 2 (SR 522 to 212th SE) will start construction in 2005. Stage 3 (212th SE to 176th SE) will start construction in 2010.	\$91.9	2005
Arlington	Snohomish	SR 9 - 268TH Street Intersection Constructs left-turn lanes on SR 9 at the 268th Street intersection. Also lowers a hill to provide better sight distance for drivers.	\$1.3	2006
North of Marysville	Snohomish	SR 9 - 108TH Street NE (Lauck Road) Widens SR 9 for a northbound left-turn lane, a southbound left-turn lane and a southbound right-turn lane. The project will also install illumination and update signing.	\$1.1	2007
Everett	Snohomish	SR 522 - Snohomish River to US-2, Four Lane Widening Construct two additional lanes on a new alignment to form a four lane highway. Five bridges will be constructed for the new roadway including a 1/3 mile bridge across the Snohomish River. There are currently 2 lanes. There will be 4 lanes when this project is completed.	\$108.7	2009
Silver Lake	Snohomish	SR 527 - 132nd SE to 112th SE Additional Lanes Constructs one new lane in each direction with a two-way left-turn lane from 132nd SE to 112th SE to increase safety and reduce congestion. This is a partnership project with the City of Everett. The city has funded most of the design and right of way acquisition utilizing developer and TIB funds. There are currently 2 lanes. There will be 5 lanes when this project is completed.	\$25.5	2005
Spokane	Spokane	I-90 - Build lanes from Argonne to Sullivan Road Constructs one additional lane in each direction from Argonne Road to Sullivan Road in the Spokane Valley. The project will improve traffic flow and reduce congestion. There are currently four lanes. There will be six lanes when this project is completed.	\$34.2	2003
Spokane	Spokane	I-90 - Geiger Road to US 2 Median Barrier Installs 2.4 miles of precast median barrier to prevent vehicles from crossing the median and entering into opposing lanes of traffic.	\$0.8	2004
Spokane	Spokane	I-90 - Sullivan-State Line Median Barrier Installs seven miles of cable median barrier to prevent vehicles from crossing the median and entering into opposing lanes of traffic.	\$1.0	2004

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Spokane	Spokane	US 395 - NSC - US 2 to Wandermere & US 2 Lowering Constructs four new drivable lanes of the North Spokane Corridor between Farwell Road and Wandermere including a new connection to US 395 at Wandermere. Constructs an interchange at US 2. This project will increase capacity and reduce travel time. There will be four lanes when this project is completed.	\$80.7	2008
Spokane	Spokane	US 395 - NSC - Francis Ave to Farwell Rd Constructs two lanes of the North Spokane Corridor between Farwell Road and Francis Avenue. Provides a new road between these two major county roads and completes the grading between US 2 and Wandermere. This project will increase capacity and reduce travel time. There will be two lanes when this project is completed.	\$108.3	2003
Statewide	Statewide	Statewide Bridge Rail Retrofit Updates substandard bridge rail on a state wide basis to meet the current safety standards.	\$10.0	2004
Statewide	Statewide	Statewide Guard Rail Retrofit Updates substandard guard rail on a state wide basis to meet the current safety standards.	\$20.0	2004
Rochester	Thurston	I-5 - Grand Mound to Maytown This project widens I-5 from Grand Mound (US 12 West I/C) to Maytown by adding one lane in each direction. The work includes flattening an existing freeway curve, reconstructing the Grand Mound and Maytown Interchanges, and improving Rest Area ramps. There are currently four lanes. There will be six lanes when this project is completed.	\$73.2	2007
Deep River	Wahkiakum	Svensen's Curve, Realignment 1 Mile of SR 4 Realigns one mile of SR 4 near Deep River to replace a tight, low-speed curve with a larger radius curve, thereby improving safety.	\$5.0	2006
Tri-Cities	Walla Walla	US 12 - Widening from SR 124 to the Walla Walla River Completes the environmental documentation, design, right of way acquisition, and construction for improvements on the remaining three projects from the SR 124 intersection to the Walla Walla River. Work includes constructing an additional lane in each direction and turn pockets to improve capacity and safety. In addition, funds will be used to determine the preferred alternative to address congestion and safety needs for the Wallula Jct. to Walla Walla. There are currently two lanes. There will be four lanes when this project is completed.	\$35.5	2004
Pasco Vicinity	Walla Walla	SR 124 - East Jct. SR 12 - Reconstruction This project reduces the number and severity of accidents by re-aligning the curve and widening the lane and shoulder widths.	\$0.3	2003
South of Ferndale	Whatcom	I-5 - Bakerview Rd to Nooksack River BR 5/828W Improves safety at the Slater Road interchange southbound off ramp and the northbound and southbound off ramps.	\$0.7	2006

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Bellingham	Whatcom	I-5 - SB Ramps at SR 11/Old Fairhaven Parkway Installs a new traffic signal at the intersection of the southbound ramp to I-5 and SR 11/Old Fairhaven Parkway. The ramp will be widened to two lanes. A new lane will be constructed from the southbound off ramp to 30th St. A new right-turn pocket will be built to accommodate eastbound SR 11 to southbound I-5 traffic.	\$1.0	2006
Sumas	Whatcom	SR 9 Nooksack Road Vicinity To Cherry Street Constructs a new highway alignment from Nooksack Road to Cherry Street to alleviate weather-related load restrictions and reduce the number and severity of accidents; also improves freight mobility across the Canadian Border. There will be two lanes when this project is completed.	\$15.1	2004
Bellingham	Whatcom	SR 539 - I-5 Access / Improvements: Ten Mile Rd to International Border Widens SR 539 from Ten Mile Road to SR 546. This project includes preliminary engineering, environmental analysis and selection of a preferred alternative to reduce congestion, improve safety and freight mobility between I-5 and SR 539 along with a study to determine a preferred alternative to address the growth in freight and passenger traffic on state routes connecting international border crossings at Lynden and Sumas with SR 539.	\$89.1	2010
Blaine	Whatcom	SR 543 - I-5 to Canadian Border - Additional Lanes for Freight Constructs new lanes between Boblett Street and the Canadian border for a separate truck route to address congestion and safety issues on SR 543. Constructs a new interchange at "D" Street. There are currently two lanes. There will be four lanes when this project is completed.	\$26.4	2005
Pullman	Whitman	SR 270 - Pullman to Idaho St Line - Additional Lanes Constructs one additional lane in each direction with a divided median between Pullman and the Idaho State line. The project will increase capacity and reduce travel times. Safety will be enhanced with the addition of a median to provide separation between opposing directions of traffic. There are currently two lanes. There will be four lanes when this project is completed.	\$28.5	2005
Yakima	Yakima	US 12 - Old Naches Highway Interchange Constructs a new interchange. The project will improve capacity and reduce accidents at the current at-grade intersection of US 12 and the Old Naches Highway.	\$37.3	2011
Toppenish	Yakima	SR 22 - I-82 to McDonald Road This project replaces one bridge and widens another on SR 22 between I-82 and McDonald Road in Toppenish, within the Yakama Nation. Other safety improvements will include widening the lanes and shoulders, flattening the slopes, and installing guardrail. These safety improvements will reduce the number of accidents occurring in this corridor, improve the access onto the highway from driveways, and improve environmental conditions under the bridges.	\$7.1	2009
Yakima	Yakima	SR 24 - I-82 to Keys Rd - Additional Lanes Constructs one additional lane in each direction from I-82 to Keys Road, improving the interchange, and constructing a new bridge over the Yakima River, relieving congestion and improving safety. There are currently four lanes. There will be six lanes when this project is completed.	\$35.0	2005

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Highway Preservation Projects \$145

Seattle	King	I-5 - Boeing Access Road to Northgate Corridor EIS Completes the environmental review that will allow WSDOT to prioritize pavement rehabilitation, lane continuity, and capacity improvement projects on I-5 between Tukwila and Northgate.	\$10.3	na
	King, Pierce, Snohomish	Concrete Rehabilitation on I-5 in Pierce, King, and Snohomish Co. Funds development and construction of concrete rehabilitation and related freeway operational and capacity improvement projects on I-5.	\$134.3	2010

Ferry Projects \$298

System-wide	Multiple	One Additional Replacement Auto-Passenger Ferry Constructs the third of four auto-passenger ferries. Replaces vessels retiring, due to high cost to preserve in sound condition, and lack of suitability for Ferry System service requirements.	\$66.5	2008
System-wide	Multiple	Catch-up Preservation for Terminals and Vessels Provides investments that catch-up on the backlog of deferred preservation for Ferry System facilities and ensures their continued operation into the future. Projects include replacement of ferry terminal trestles, vessel landing structures and transfer spans at ten facilities.	\$36.3	2006
Anacortes	Skagit	Anacortes Multimodal Terminal Increases the terminal's capacity and mobility options including improvement of the terminal building; construction of site circulation, grade separation and parking lot trail, as well as relocation of the tie-up slips.	\$67.0	2005
Edmonds	Snohomish	Edmonds Multimodal Terminal Provides partnership funds for the City of Edmonds to perform design and environmental activities on this project to improve Ferry System marine terminal capacity and connections to transit, commuter rail and pedestrian modes of travel.	\$7.8	na
Mukilteo	Snohomish	Mukilteo Multimodal Terminal Increases the terminal's capacity and mobility options by relocating the existing ferry terminal and constructing a multimodal transportation center, including marine facilities, bus and rail transfer facilities, and an interim roadway access.	\$120.2	2007

Local Road Projects \$12

Kennewick	Benton	Columbia Center Blvd. Railroad Crossing Constructs a grade separated crossing by relocating and lowering the railroad tracks and raising the roadway, provides for future expansion to 6 lanes. Pedestrian facilities will also be included as part of the project.	\$6.0	2004
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Tacoma	Pierce	D St. Grade Separation Constructs a grade separation allowing East 'D' St. to cross over the Burlington Northern Santa Fe (BNSF) mainline railroad. The new overpass will include traffic lanes, sidewalks, streetlights, landscaping, and storm utility improvements. Also, included are track improvements, flattening of the existing curve to provide for increased train speed.	\$6.0	2005
Rail Projects			\$210	
Dayton	Columbia	Port of Columbia Dayton Upgrades Funds improvements to port rail facilities, preserving the last rail line in Columbia County which supports 1,160 jobs.	\$0.3	2008
Walla Walla to Dayton	Columbia & Walla Walla	Port of Columbia Railroad Improvements Funds general railroad improvements on the 39-mile line and preserves 1,160 jobs.	\$11.5	2008
Connell	Franklin	Connell Feed Lot Loop Track Constructs 2.5 mile long loop-track for required rail access, and creates 1,200 new jobs.	\$2.8	2012
Palouse River & Coulee City	Grant & Lincoln	Palouse River and Coulee City, Cheney to Coulee Upgrades Repairs numerous railroad bridges in Grant and Lincoln Counties over a 375-mile system. Upgrades track to accommodate 286,000-pound freight cars.	\$8.0	2010
Eastern Washington	Grant, Lincoln, Spokane, Whitman, Walla Walla & Columbia	Palouse River and Coulee City Railroad Acquisition Purchases 302 miles of railroad, preserving the states largest grain hauling system, which impacts 1,450 existing and 150 potential jobs.	\$7.4	2003
Tacoma RR Fredrickson to Morton	Lewis/Thurst on	Tacoma RMDRR Morton Line Repairs-Phase 2 Conducts Phase 2 of Tacoma Rail Mountain Division's Morton line reconstruction to restore rail service after 1996 flood. The project maintains more than 200 jobs and has potential to divert 16,000 heavy-truck trips per year from state highways.	\$3.2	2004
North Central Counties	Multi-county	Cascade and Columbia River Rail Upgrade Upgrades Okanogan rail line to accommodate 286,000-pound freight cars.	\$0.9	2006
Eastern Washington	Multi-county	Rural Elevator Track Expansion Installs additional track at rural elevators and short line/mainline junctions to ensure adequate grain car capacity.	\$5.0	2010
Airway Heights	Spokane	Geiger Spur Connection Connects Airway Heights industrial track to Palouse River & Coulee City Railroad at Medical Lake to avoid a shutdown due to Fairchild Air Force Base security issues. There are 250 existing jobs and 150 potential jobs at stake.	\$3.5	2006
Wallula to Walla Walla	Walla Walla	Blue Mountain Railroad Upgrade Rebuilds 30 miles of track from Wallula to Walla Walla, supporting a major grain producing area.	\$1.3	2006

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
Yakima	Yakima	TS&W Yakama Sawmill Traffic Upgrades Upgrades existing Toppenish Simcoe & Western line for increased traffic from Yakama Tribe sawmill, which supports 225 jobs.	\$0.6	2006
Vancouver	Clark	Vancouver Rail Project Increases capacity and improves schedule reliability by constructing a by-pass around the freight yard and 39th Street grade separation. Currently in the preliminary engineering phase.	\$53.8	2007
Kelso-Kalama	Cowlitz	Kelso-Martin Bluff Rail Project Adds new mainline track and reconstructs existing track along an 18-mile corridor. Project commitment is required prior to any new service addition. \$250 million from WSDOT is required to complete the project, and assumes BNSF will pay remainder of estimated \$320 million. Currently in EIS phase.	\$50.0	2010
Seattle	King	Ballard Double Crossovers Completes contractual commitments with the host railroad by adding double-track with crossovers for increased rail capacity. Guarantees the continued operation of the second train on this route, currently operating between Seattle and Bellingham.	\$5.0	2005
Seattle-Vancouver	Multi-county	1 Existing Train Set from Oregon Purchases existing train set currently leased by Oregon, assuming it is not purchased by others and moved off the PNW Rail Corridor.	\$7.5	2005
Tacoma	Pierce	Pt. Defiance Bypass Constructs and upgrades part of the mainline tracks along a 20-mile corridor for passenger service. \$130 million from WSDOT is required to complete the project. Results in 11-minute reduction in Seattle-Portland schedule and provides for additional frequencies. Assumes additional Sound Transit funding.	\$21.0	2009
Tacoma	Pierce	High-speed Crossovers-Titlow Constructs connections to allow high speed (50 mph) crossing from one track to another near Titlow Park in Tacoma.	\$4.0	2007
Mt. Vernon	Skagit	Mt Vernon Siding Upgrade Completes contractual commitments with the host railroad to upgrade the existing rail siding for on-time reliability. Guarantees the continued operation of the second train on this route, currently operating between Seattle and Bellingham.	\$3.8	2004
Everett	Snohomish	PA Jct. Curve realignments & Delta Yard Storage Tracks Realigns curves to improve speeds for passenger trains up to 50 mph, a 15-20 mph increase. Results in a 4-minute reduction in Seattle-Vancouver, BC schedule.	\$9.0	2004
Stanwood	Snohomish	Stanwood siding Completes contractual commitments with the host railroad to upgrade and extend the existing rail siding for on-time reliability and increased capacity. Guarantees the continued operation of the second train on this route, currently operating between Seattle and Bellingham.	\$3.0	2004

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
Lacey	Thurston	High-speed Crossovers-Centennial Constructs connections to allow high speed (50 mph) crossing from one track to another near Centennial Station in Lacey. \$3.1 million from WSDOT is required to complete the project.	\$2.1	2006
Stellacoom	Thurston	High-speed Crossovers-Ketron Constructs connections to allow high speed (50 mph) crossing from one track to another north of Nisqually in Pierce County. \$3.9 million from WSDOT is required to complete the project.	\$2.9	2006
Tenino	Thurston	High-speed Crossovers-Tenino Constructs connections to allow high speed (50 mph) crossing from one track to another near Tenino. \$3.9 million from WSDOT is required to complete the project.	\$2.9	2006
Bellingham	Whatcom	Bellingham-GP Area Upgrades Completes contractual commitments to the host railroad to upgrade track to allow for slightly higher speeds and to increase capacity. Guarantees the continued operation of the second train on this route, currently operating between Seattle and Bellingham.	\$0.2	2004

Rail Operations

\$17

Seattle-Portland	Multi-county	Additional Service to Portland Provides operating funds to pay for 1 additional daily round-trip between Seattle and Portland.	\$17.0	na
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Public Transportation Projects

\$236

Statewide		Rural Mobility Grants WSDOT's very successful grant program provides a lifeline for many rural citizens who rely on public transportation to hold jobs and maintain their independence. Grants will be provided to rural and small city transit agencies on a formula basis to equalize disparity in local tax collection, and competitive grants are available in areas where public transportation is limited or does not exist.	\$75.0	na
Statewide		ParaTransit/Special Needs Grants Grant program supporting non-profit providers of transportation services for the elderly and persons with disabilities. Initially, funds are provided for additional services only. The Transit Agency ParaTransit/Special Needs Grants supports a formula-based grant program to assist transit agencies in providing special needs transportation for persons who because of their age (youth or seniors), disabilities or income status are unable to provide or purchase their own transportation. Initially this new funding is provided solely for additional services and may not be used to supplant current funding.	\$98.0	na
Statewide		Commute Trip Reduction Grants New grant program of \$1.5 is available to public agencies, nonprofit organizations, developers and property managers that provide financial incentives for ridesharing, using public transportation, car sharing or using nonmotorized commuting to their own or other employees. This program is aligned with the business and occupation tax credit (\$4.5m) that is provided to private businesses for these same purposes.	\$30.0	na

"It's Your Nickel, Watch It Work!"

			Funding From The 2003 Nickel Package (\$ millions)	Year for Advertising for Bids for Construction Start
Statewide		Vanpool Grant Program This new grant program is available to public transit agencies. This new funding is provided for capital costs only.	\$30.0	na
Seattle	King	Seattle streetcar project on South Lake Union Develop a plan for streetcar service in South Lake Union area.	\$3.0	na

Highway Construction Projects Planned to Start by June 2005

Highway Construction Projects Planned to Start by June 2005 Funded by the "Nickel Funding Package" Enacted for Transportation by the 2003 Washington State Legislature

Estimated construction amounts represent expenditures for construction only. In some cases, where noted, funding from the Nickel Package is also provided for design and right of way.

Estimated
Construction
(\$ millions)

Projects Ready to Start Construction by July 2003



On AD
May 12, 2003

Vancouver	Clark	Widen I-5 Each Direction from Salmon Creek to I-205 Constructs an additional through lane and an auxiliary lane in each direction on I-5 from NE 99th Street to NE 134th Street. This project will improve safety and relieve congestion along I-5 in Clark County. There are currently 4 lanes. There will be 8 lanes when this project is completed.	\$34.0
Vancouver	Clark	SR 500 NE New Interchange and Additional Lanes Constructs a new interchange on SR 500 at 112th Avenue/Gher Road to reduce accidents at the current at-grade intersection at this high accident location.	\$23.3
Columbia Basin	Kittitas	Truck Climbing Passing Lanes - I-90/Cle Elum to Vantage Constructs new truck-climbing/passing lanes eastbound from Highline Canal to Elk Heights and westbound from Vantage to Ryegrass Summit to reduce accidents from slower moving vehicles and passing vehicles. There are currently 4 lanes. There will be 5 lanes when this project is completed.	\$13.4
Spokane	Spokane	I-90 Build Lanes from Argonne to Sullivan Road Constructs one additional lane in each direction from Argonne Road to Sullivan Road in the Spokane Valley. The project will improve traffic flow and reduce congestion. There are currently four lanes. There will be six lanes when this project is completed.	\$34.2

Scheduled AD
Date
June 2, 2003

Scheduled AD
Dates:
Highline Canal
June 30, 2003
Ryegrass Summit
June 16, 2003

Subtotal • Projects Ready to Start Construction by July 2003

\$104.9

Additional Projects Ready to Start Construction by December 2003

Richland	Franklin	I-182/US 395 I/C - Roadside Safety This project reduces the severity and accident rate at this location by adding a widened and flattened slope on the outside of the ramp.	\$0.1
Pasco Vicinity	Franklin, Benton	US 395/Kennewick Variable Message Sign Installs a variable message sign and camera near the north end of the Blue Bridge to warn traffic of congestion and accidents ahead.	\$0.4
South of Duval	King	SR 203/NE 124th/Novelty Rd Vic. Constructs a roundabout at the intersection of SR 203 and NE 124th Street/Novelty Hill Road.	\$1.8
West of North Bend	King	I-90/Eastbound Ramps to SR 18 (Stage 1) This project consists of two stages. The first stage installs a signal and restripes the existing ramp to provide a 400-foot right-turn pocket. Stage two will widen the ramp and shoulders to provide a second left-turn lane to meet safety standards. In addition, the project widens SR 18 to provide a northbound receiving lane for the second left-turn lane. The project also widens the county road extension of SR 18 for approximately 1,000 feet. This will extend the receiving lane through the westbound ramp intersection and will provide an area for the lanes to merge back into a single lane. The project also modifies the existing signals at the ramp terminals. Stage one will start construction in 2003 and stage two will start construction in 2007. Additional project funding also includes \$2.7m for construction of stage two. Total nickel package funding for this project is \$3.3m.	\$0.6
Parkland	Pierce	SR7/SR 507 to SR 512 Constructs sidewalks, retaining walls, illumination, and consolidates access points.	\$9.5

Highway Construction Projects Planned to Start by June 2005 Funded by the "Nickel Funding Package" Enacted for Transportation by the 2003 Washington State Legislature

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**Estimated
Construction
(\$ millions)**

South Hill	Pierce	SR 161 Corridor Improvements – 176th to 234th Provides additional capacity and safety improvements along four miles of SR 161. There are currently 2 lanes. There will be 5 lanes when this project is completed.	\$19.4
Gig Harbor, Tacoma	Pierce	SR 16 HOV Improvements - Olympic View Dr. to Union Ave. Construct HOV Lanes on SR 16 from Olympic Drive in Gig Harbor to Union Ave. in Tacoma. There are currently 4 lanes. There will be 6 lanes when completed.	\$90.5
South of Arlington	Snohomish	SR 9/SR 528 Intersection Installs a signal at the SR 9/SR 528 intersection and extends the right and left-turn lanes as needed.	\$0.7
Spokane	Spokane	US 395 North Spokane Corridor: US 395/NSC - Francis Ave to Farwell Rd - (Stage 1) First stage of a multi-stage project to construct two lanes of the North Spokane Corridor between Farwell Road and Francis Avenue. When the full project is completed it will provide a new road between these two major county roads and completes the grading between US 2 and Wandermere. This project will increase capacity and reduce travel time. There will be two lanes when this project is completed. Additional project funding also includes \$5.8m for design, \$41.0m for right of way and \$51.5m for additional construction stages. Total nickel package funding for this project is \$108.3m.	\$10.0
Pasco Vicinit	Walla Walla	SR 124/East Jct. SR 12 - Reconstruction This project reduces the number and severity of accidents by re-aligning the curve and widening the lane and shoulder widths.	\$0.3
Subtotal • Additional Projects Ready to Start Construction by December 2003			\$133.3

Additional Projects Planned to Start Construction January 2004 through December 2004

Tri-Cities	Benton	SR 240 - Tri-Cities - Additional Lanes Constructs additional lanes on SR 240 between Richland and Kennewick, linking Interstate 182 with the U.S. Department of Energy's Hanford site, the Columbia Center commercial areas and east Kennewick industrial zones. This project will save travel time for auto and vanpool commuters, expand and enhance the pedestrian/bicycle corridor to facilitate alternate modes of transportation. There are currently four lanes. There will be six lanes when this project is completed. Additional project funding also includes \$1.6m for design and \$10.8m for right of way. Total nickel package funding for this project is \$57.2m.	\$44.8
Entiat	Chelan	US 97A - Entiat Park Entrance - Turn Lanes Constructs a left-turn lane into Entiat River Park.	\$0.2

Highway Construction Projects Planned to Start by June 2005 Funded by the "Nickel Funding Package" Enacted for Transportation by the 2003 Washington State Legislature

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**Estimated
Construction
(\$ millions)**

Shoreline	King	I-5 - NE 175th St. to NE 205th St. - NB Auxiliary Lane Widen northbound I-5 to the outside to provide 12 foot wide auxiliary (add/drop) lane between the northbound NE 175th Street on-ramp and NE 205th Street off ramp to increase roadway capacity and improve traffic operations. This project will also re-stripe the existing northbound 11-foot lanes to 12 feet and re-stripe the existing 8-foot shoulders to 10 feet. This project will install a WSP HOV Enforcement Area between NE 185th ST and NE 195th ST in the median. In addition, approximately 2,100 feet of noise wall barrier will be added along the right side of the freeway and a portion of the northbound on ramp from NE 175th Street to mitigate traffic noise levels. Addresses congestion choke point. There are currently 8 lanes. There will be 9 lanes when this project is completed. Additional project funding also includes \$0.7m for design. Total nickel package funding for this project is \$7.5m.	\$6.8
Seattle, Mercer Island, Bellevue	King	I-90 - Two-Way Transit & HOV Contributes to a partnership project that will provide reliable twoway transit and HOV operations on I-90 between downtown Seattle and Bellevue (I-405). Project funding also includes \$3.0M of design for a total nickel package funding of \$15.0M	\$12.0
Milton/Federal Way	King	SR 161 - Jovita Blvd to S. 360th St.- Widen to 5 Lanes Widens SR 161 to five lanes between Jovita Blvd and S. 360th St to increase mobility and improve traffic safety and operations. The project will provide four 11-foot lanes, a 12-foot continuous two way left-turn lane, 4-foot bike lanes, curb and gutter, and 6-foot sidewalk. There are currently two lanes. There will be five lanes when this project is completed. Additional project funding also includes \$0.7m for design and \$1.4m for right of way. Total nickel package funding for this project is \$25.5m.	\$23.4
Auburn to Kent	King	SR 167 - 15th Street SW to 15th Street NW - HOV Construct northbound HOV lanes to reduce congestion in this heavily traveled corridor. In the SB direction, the roadway meters and HOV bypass lanes will be added to on ramps at several interchanges.	\$39.6
Seattle to Bothell	King	SR 522 - I-5 to SR 405 - Multimodal Project Constructs transit queue jumps at selected signalized and pedestrian controlled intersections (currently estimated at 18 intersections) along SR 522 and provides signal priority at these intersections. This may include the relocation of existing bus stops to optimize the benefits of the transit queue jumps. This may also be done in partnership with several local agencies. Year of construction start will depend on the partnership agreement.	\$5.1
Bothell	King	SR 522 - Bothell - UW Campus Access WSDOT's contribution toward General Administration's project to construct a new interchange on SR 522 to provide direct access to and from the new University of Washington Bothell/Cascadia Community College joint campus in Bothell.	\$8.0
Bremerton	Kitsap	SR 304 - SR 3 to Bremerton Ferry Terminal - Additional Lanes Widens the roadway and constructs HOV lanes to reduce congestion. Amount shown is State's contribution to a City of Bremerton project. Total project cost is \$41M. There are currently four lanes. There will be six lanes when this project is completed.	\$11.0

Highway Construction Projects Planned to Start by June 2005 Funded by the "Nickel Funding Package" Enacted for Transportation by the 2003 Washington State Legislature

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**Estimated
Construction
(\$ millions)**

Silverdale	Kitsap	SR 3 - SR 303 I/C (Waaga Way) - New Ramp This project constructs a new freeway-to-freeway ramp from northbound SR 3 to southbound SR 303 with an undercrossing at Kitsap Mall Blvd. The Kitsap Mall Blvd/Clear Creek Road and existing structure will also be widened. When completed, this project will improve traffic flow, reduce congestion and provide improved access to regional shopping areas.	\$15.2
West of Cle Elum	Kittitas	I-90 - Increase Vertical Clearance on Cle Elum River Bridges Modify the existing Cle Elum River Bridges to increase the vertical clearance by raising cross frames.	\$0.7
Metaline Falls	Oreille	SR 31 - Metaline Falls to Canadian Border - Reconstruction Reconstructs SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions. Additional project funding also includes \$0.3m for design and \$0.7m for right of way. Total nickel package funding for this project is \$15.9m.	\$14.9
Mt Vernon	Skagit	I-5 - 2nd Street Bridge Replacement Replace the low-clearance 2nd Street Bridge to eliminate a through-city detour now required for over-height trucks. Eliminates the risk of over height trucks hitting the bridge on the busy I-5 mainline. Additional project funding also includes \$0.4m for design. Total nickel package funding for this projects is \$12.0m.	\$11.6
Spokane	Spokane	I-90 - Geiger Road to US 2 Median Barrier Installs 2.4 miles of precast median barrier to prevent vehicles from crossing the median and entering into opposing lanes of traffic. Additional project funding also includes \$0.1m for design. Total nickel package funding for this project is \$0.8m.	\$0.7
Spokane	Spokane	I-90 - Sullivan-State Line Median Barrier Installs seven miles of cable median barrier to prevent vehicles from crossing the median and entering into opposing lanes of traffic. Additional project funding also includes \$0.1m for design. Total nickel package funding for this project is \$1.0m.	\$0.9
Spokane	Spokane	US 395 North Spokane Corridor: US 395/NSC - Francis Ave to Farwell Rd - (Stage 2) Second stage of a multi-stage project to construct two lanes of the North Spokane Corridor between Farwell Road and Francis Avenue. When the full project is completed it will provide a new road between these two major county roads and completes the grading between US 2 and Wandermere. This project will increase capacity and reduce travel time. There will be two lanes when this project is completed. Additional project funding also includes \$5.8m for design and \$41.0m for right of way and \$44.4m for additional construction stages. Total nickel package funding for this project is \$108.3m.	\$17.1

Highway Construction Projects Planned to Start by June 2005 Funded by the "Nickel Funding Package" Enacted for Transportation by the 2003 Washington State Legislature

Estimated construction amounts represent expenditures for construction only. In some cases, where noted, funding from the Nickel Package is also provided for design and right of way.

**Estimated
Construction
(\$ millions)**

Statewide	Statewide Bridge Rail Retrofit First of a series of projects to update substandard bridge rail on a state wide basis to meet the current safety standards. Funding level displayed is estimated amount of construction to be accomplished in the 2003-05 biennium. Total nickel package funding for this statewide project is \$10.0m.	\$3.4
Statewide	Statewide Guardrail Retrofit First of a series of projects to update substandard guard rail on a state wide basis to meet the current safety standards. Funding level displayed is estimated amount of construction to be accomplished in the 2003-05 biennium. Total nickel package funding for this statewide project is \$20.0m.	\$1.7
Sumas	Whatcom SR 9 Nooksack Road Vicinity To Cherry Street Constructs a new highway alignment from Nooksack Road to Cherry Street to alleviate weather-related load restrictions and reduce the number and severity of accidents; also improves freight mobility across the Canadian Border. There will be two lanes when this project is completed. Additional project funding also includes \$0.3m for design and \$0.5m for right of way. Total nickel package funding for this project is \$15.1m.	\$14.3
Subtotal • Additional Projects Planned to Start Construction January 2004 through December 2004		\$231.4

Additional Projects Planned to Start Construction January 2005 through June 2005

Federal Way Milton	King	I-5 - Pierce County Line to Tukwila Stage 4 HOV This project will widen I-5 to provide northbound and southbound HOV lanes from Pierce County Line to South 320th Street. There are currently 8 lanes. There will be 10 lanes when this project is completed.	\$55.1
Shoreline	King	SR 99 - Shoreline Aurora Ave - N Corridor Transit/HOV Lanes Constructs new transit HOV lanes in each direction. This is the state's contribution toward the City of Shoreline SR 99 improvement project to reduce congestion and improve safety. There are currently 5 lanes. There will be 7 lanes when this project is completed.	\$10.0
Seattle	King	SR 520 - Bridge Replacement & HOV Project - Noise Walls Completes environmental review, designs the floating bridge and approaches, and constructs noise walls at the I-5/SR 520 interchange. This work completes the first stage of a larger corridor project to replace the floating bridge and make other improvements on SR 520. Additional project funding also includes \$46.3m for design and \$6.0m for right of way. Total nickel package funding for this project is \$55.8m. The construction funding provided is to construct noise walls near the I-5/SR 520 Interchange.	\$3.5

Highway Construction Projects Planned to Start by June 2005 Funded by the "Nickel Funding Package" Enacted for Transportation by the 2003 Washington State Legislature

Estimated construction amounts represent expenditures for construction only. In some cases, where noted, funding from the Nickel Package is also provided for design and right of way.

**Estimated
Construction
(\$ millions)**

Hood Canal	Mason	SR 106 - Skobob Creek - Fish Passage This project is the state's contribution to a partnership project that replaces a fish barrier culvert with a bridge. Local partnership funding is required for completion and is expected to be provided by the Hood Canal Salmon Enhancement Group. Additional project funding also includes \$0.2m. Total nickel package funding for this project is \$1.3m.	\$1.1
Clearview	Snohomish	SR 9 - SR 522 to 176th St. SE - Stage 1 and 2 Widens four miles of SR-9 including left turn lanes and sidewalks in selected locations. There are currently 2 lanes. There will be 5 lanes when this project is completed. Stages 1 and 2 (SR 522 to 212th SE) will start construction in 2005. Stage 3 (212th SE to 176th SE) will start construction in 2010. Additional project funding also includes \$3.8m for design, \$30.6m for right of way and \$37.1m for construction of stage 3. Total nickel package funding for this project is \$91.9m.	\$20.4
Silver Lake	Snohomish	SR 527 - 132nd SE to 112th SE Additional Lanes Constructs one new lane in each direction with a two-way leftturn lane from 132nd SE to 112th SE to increase safety and reduce congestion. This is a partnership project with the City of Everett. The city has funded most of the design and right of way acquisition utilizing developer and TIB funds. There are currently 2 lanes. There will be 5 lanes when this project is completed. Additional project funding also includes \$0.7m for design and \$1.3m for right of way. Total nickel package funding for this project is \$25.5m.	\$23.5
Blaine	Whatcom	SR 543 - I-5 to Canadian Border - Additional Lanes for Freight Constructs new lanes between Boblett Street and the Canadian border for a separate truck route to address congestion and safety issues on SR 543. Constructs a new interchange at "D" Street. There are currently two lanes. There will be four lanes when this project is completed. Additional project funding also includes \$0.6m for right of way. Total nickel package funding for this project is \$26.4m.	\$25.8
Pullman	Whitman	SR 270 - Pullman to Idaho St Line - Additional Lanes Constructs one additional lane in each direction with a divided median between Pullman and the Idaho State line. The project will increase capacity and reduce travel times. Safety will be enhanced with the addition of a median to provide separation between opposing directions of traffic. There are currently two lanes. There will be four lanes when this project is completed. Additional project funding also includes \$1.0m for design and \$8.1m for right of way. Total nickel package funding for this project is \$28.5m.	\$19.4
Yakima	Yakima	SR 24 - I-82 to Keys Rd - Additional Lanes Constructs one additional lane in each direction from I-82 to Keys Road, improving the interchange, and constructing a new bridge over the Yakima River, relieving congestion and improving safety. There are currently four lanes. There will be six lanes when this project is completed. Additional project funding also includes \$0.9m for right of way. Total nickel package funding for this project is \$35.0m.	\$34.1
Subtotal • Additional Projects Planned to Start Construction January 2005 through June 2005			\$192.9
Grand Total Projects Planned to Start Construction by June 2005			\$662.5

2003 Principal Legislation on Transportation Topics

PRINCIPAL LEGISLATION ON TRANSPORTATION TOPICS ENACTED BY THE 2003 WASHINGTON STATE LEGISLATURE

EXECUTIVE SUMMARY¹

May 22, 2003

Implementing Performance Audits of Transportation-related Agencies (SSB 5748)

Creates the *Transportation Performance Audit Board (TPAB)* (majority and minority leaders of legislative transportation committees, five citizens knowledgeable in transportation program delivery nominated by professional associations, the state legislative auditor as a member ex-officio, and one gubernatorial appointee) to develop schedule and methodology for conducting performance reviews of transportation agencies. Staff services are provided by the LTC.

At the request of TPAB, the executive committee of the LTC may request the state legislative auditor to conduct functional or performance audits. The State Legislative Auditor, subject to the review and approval of the TPAB and the LTC or its executive committee, would determine the audit scope.

Achieving Work Force Efficiencies (SSB 5248)

Reenacts those “efficiencies” recommendations of the Blue Ribbon Commission that were previously enacted with a “null and void” clause dependent on Referendum 51. Thus, law now includes:

Alternative Delivery Procedures for Construction Services. WSDOT may augment its own force with construction-engineering services from private firms. It must also develop a financial incentive program for its own employee retention program.

Apprenticeship and Adjustments to Prevailing Wage Provisions. An Apprenticeship Council will work with WSDOT to develop apprenticeship opportunities in transportation skills. WSDOT must develop a human resources skills bank. L & I must conduct an assessment of prevailing wages paid for transportation-sector labor, etc.

¹ A complete summary of the background of each bill and its contents has been prepared and supplied to the Transportation Commission members by Don Griffith of WSDOT’s Governmental Liaison Office (360-705-7022).

Transportation Planning and Efficiency. Various submissions must be made to the Transportation Commission: lowest life cycle cost preservation management plans from RTA's and municipalities; arterial network preservation ratings from cities. Also, county maintenance standards are to be developed by CRAB.

Extending the Expiration Date of TPEAC - Chapter 08 of the Laws of 2003 (ESB 5279)

The Transportation Permit Efficiency and Accountability Committee is extended to March 31, 2006. Various specific goals, outcomes and work plans are required. (See summary for details.)

Transportation Budget (HB 1163)

Provides 2003-05 biennial transportation appropriations totaling \$4.727 billion to agencies with transportation related activities. The biennial appropriation for the Department totals \$3.609 billion. It also adjusts 2001-03 biennial transportation appropriations through a 2003 supplemental transportation budget for agencies with transportation related activities. (See summary for details.)

Transportation Revenue (ESHB 2231)

Authorizes Transportation Financing Alternatives which include a 5 cent per gallon fuel tax increase which expires when the bonds sold to pay for the projects on the Transportation 2003 project list have been paid off, a 15 per cent increase to gross weight fees for trucks over 10,000 pounds, a .3 of 1 percent sales tax on motor vehicles, and an option to retain a license plate number at time of replacement for \$20. Specifies that the increase in gas tax and the increase in gross weight fees are to be deposited into the new Transportation 2003 Account while the sales tax on motor vehicles and the license plate retention fees are to be deposited into the Multimodal Transportation Account. Increases the rate at which refund distributions are calculated for off-road vehicles, snowmobiles and marine usage by 1cent in each of the next five biennia.

Bonds for Transportation Funding - Chapter 260 of the Laws of 2003 (ESB 6062)

Authorizes \$2.6 billion in General Obligation (GO) bonds for transportation, backed by fuel taxes and the full credit of the state. Authorizes \$350 million in GO bonds backed by the Multimodal Transportation Account and the full credit of the state but exempts them from the statutory debt limit. Authorizes the Seattle Monorail Authority to sell bonds with covenants that maintain taxes to retire bonds even if monorail authority is dissolved.

Adjusting fees, taxes and penalties for pilots and aircraft (SB 6056)

Sets annual pilot and airman and airwoman registration fees at \$ 15. Sets annual aircraft registration fee at \$ 15. For the 03-05 biennium, dedicates \$7 from such fees into the aeronautics account for airport maintenance. Fixes the aircraft fuel tax rate at 10 cents per gallon.

Strengthening laws against fuel tax evasion (SSB 5190)

Allows the Washington State Patrol to seize any fuel imported into the state or manufactured in the state along with the conveyances in which the fuel is shipped. Reduces the penalty for a single event of using dyed diesel for a taxable purpose from a felony to a gross misdemeanor. Specifies that multiple dyed diesel infractions remain a felony.

Involving Legislators in Transportation Planning (ESB 5245)

Provides that any member of the legislature is considered an ex officio, non-voting member of any RTPO within whose boundary the legislative district is wholly or partly located. Also, on any matter solely affecting Washington State, there must be a majority vote of the Washington residents serving as members of an RTPO before the matter may be adopted.

Alternative Local Option Fuel Taxes (ESSB 5247)

Subject to a vote of the people and in lieu of the local fuel tax already authorized by statute, a county or an RTID may levy a local fuel tax at a rate equal to ten percent of the state fuel tax rate – to be spend in accordance with an RTID plan and only for 18th amendment purposes.

Bond authority for RTID's (SB 5769)

Authorizes Regional Transportation Investment Districts (RTIDs) to sell bonds up to constitutionally provided limitations. Directs that the first priority of tax revenues after projects are completed be bond payment.

RTID tax revenues to be allocated proportionally among member counties - Chapter 194 of the Laws of 2003 (SHB 2033)

Revenues raised by an RTID must be allocated proportionally to member counties based on tax revenues generated and used for the benefit of the county within which they were generated. However, all revenues can be pledged to support bonds issued by the district.

Authorizing WSF to use alternative public works contracting procedures (SSB 5520)

WSF is added to the enumerated state and local entities authorized to use alternative public works contracting procedures such as design-build and general contractor/construction manager procurement mechanisms. *This legislation was submitted as “agency request” legislation by WSDOT.*

Modifying relocation assistance provisions (SB 5497)

This bill raises the current limit for reimbursement of costs incurred to re-establish a business displaced by a public works project from \$10,000 to \$50,000. *This legislation was submitted as “agency request” legislation by WSDOT.*

Revising provisions for exchange agreements for environmental mitigation sites – Chapter 187 of the Laws of 2003 (HB 1102)

Expands the class of nonprofit groups that may receive Department of Transportation mitigation sites to include nature conservancy corporations. Allows the Department to convey a site other than by quitclaim deed.

Allowing Advertising on bus shelters – Chapter 198 of the Laws of 2003 (ESHB 1463)

Authorizes local transit agencies to display advertising on bus shelters located within a state highway right of way. Authorizes the Department of Transportation to lease state right of way for bus shelters displaying commercial advertising, unless there are safety concerns.

Naming the “Maryann Mitchell Memorial Interchange” (HJM 4014)

Requests the Transportation Commission to name the 320th Street crossing over Interstate 5 in Federal Way, Washington, the "Maryann Mitchell Memorial Interchange."

Penalizing failure to use required traction equipment (SB 5284)

Reduces the penalty classification for failing to use required tire traction equipment from a misdemeanor to a traffic infraction.

Reviewing the state’s need for construction aggregate – Chapter 243 of the Laws of 2003 (SSB 5305)

Creates a nine-person committee to study whether the supply of aggregate in the state is sufficient to fulfill comprehensive plan requirements under the Growth Management Act.

Posting Hazards to Motorcycles (SSB 5457)

Requires that signs be posted stating, at a minimum, "motorcycles use extreme caution" when road construction, repair, or maintenance presents a special hazard to motorcycles.

Adding to the scenic and recreational highway system – Chapter 55 of the Laws of 2003 (SB 5937)

Designates the US 97 Scenic Byway and the Palouse Country Scenic Byway as State Scenic Byways, making them eligible for federal grants.

Providing access permits for the deployment of wireless facilities off limited access highways – Chapter 188 of the Laws of 2003 (SB 5959); also Requiring WSDOT to allow the deployment of wireless service facilities in state highway rights of way – Chapter 244 of the Laws of 2003 PV (ESSB 5977)

Requires the Department to issue permits, which allow access from partially controlled limited access highways for the installation and maintenance of wireless telecommunication equipment. Also, requires the Department to establish a process for issuing leases for the use of highway rights-of-way by wireless telecommunications companies.

Exercising sound business practices to enhance revenues for WSF (SSB 5974)

Provides the Washington State Ferry system greater flexibility in generating revenue and directs the additional revenue to be used to offset on-going operating costs.

Providing incentives to increase revenues by reforming the provision of passenger only ferry service (EHB 1388); also Providing passenger ferry service – Chapter 83 of the Laws of 2003 (ESHB 1853); also Technical changes to passenger only ferry service statutes -- Chapter 91 of the Laws of 2003 ((SB 6074)

These three bills provide the statutory changes needed to allow entities other than WSF to operate passenger-only service.

- Exempts operators of passenger-only ferry service from the 10-mile rule. Allow operators of passenger-only ferries to use state terminal, dock, and pier space under certain conditions.
- Authorizes public transportation benefit areas bordering Puget Sound to operate passenger-only ferries and grants voter approved 0.4 percent sales tax and 0.4 percent motor vehicle excise tax to fund passenger-only services. Authorizes King County to form a county ferry district and impose up to \$0.75 per thousand property tax within the district. Authorizes new public providers to use State ferry system facilities and modifies restrictions on the Utilities and Transportation Commission granting authority for new private passenger only- ferry operating rights.
- Clarifies labor provisions and rents for state ferry facilities, as related to passenger-only ferry service, that they apply equally to public transportation benefit areas and county ferry districts. Exempts certain private passenger ferry vessels from expanded financial responsibility limits.

Extending Commute trip reduction incentives (ESHB 2228)

Authorizes an annual \$2.25 million in B&O tax credits for businesses providing ride sharing incentives for employees in Commute Trip Reduction (CTR) programs. Establishes a \$750,000 annual grant program for public and private employers, developers, and property managers based on effectiveness of trip-reduction program. Funds credits and grants from the multimodal transportation account and ends the credits and grants in 2013.

Apportioning railroad crossing installation and maintenance costs – Chapter 190 of the Laws of 2003 (HB 1352)

Broadens the purpose of the Grade Crossing Protective Account, eliminates the match requirements for projects up to \$20,000, and allows transfer of money from the Public Service Revolving Fund, if needed.

Creating the Produce Railcar Pool – Chapter 191 of the Laws of 2003 (SSB 5912)

Establishes a railcar program within the Department of Transportation for perishable commodities.

Key Action Items

KEY ACTION ITEMS FOR THE TRANSPORTATION AGENDA FROM THE ACTIONS AND ENACTMENTS OF THE 2003 WASHINGTON STATE LEGISLATIVE SESSION

EXECUTIVE SUMMARY

MAY 22, 2003

In addition to delivery schedules for specific projects funded and directed in the Transportation Budget and the 2003 Transportation Revenue Package, the 2003 Legislative Session has passed to the Transportation Commission and WSDOT a significant number of initiatives, instructions and directions. Some are general and some are very specific. This is an attempt to capture in summary the most important.

Transportation Planning and Programming

The legislature has expanded funding for transportation planning across the state and for specific regional initiatives. Among the most important initiatives and directions:

- [Ongoing] RTID Support: \$3.0 million to assist with the cost of the election and for WSDOT project oversight. Approximately \$2.2 million needed for RTID election, balance will be used for technical analysis and project management. Activities on-going. *ESHB 1163, section 222*
- [No date] RTID Project Estimate Reviews: \$5.0 million to conduct an external review of RTID project cost estimates and to assess best use of RTID funds. Project team expects National Expert Panel to be assembled by August 2003, Draft Report by December 2003, and Final Report by April 2004. *ESHB 1163, section 222*
- [No date] Congestion Relief Modeling: \$3.8 million to conduct study of regional congestion relief solutions for Puget Sound, Spokane and Vancouver. The study will develop proposals to alleviate congestion consistent with Growth Management Act (GMA) plans. Project Team expects 12 month study duration with interim reports to be determined. *ESHB 1163, section 222*
- [No date] Strategic Freight Transportation Analysis (SFTA): Funding will continue ongoing SFTA efforts for the next two biennia. *ESHB 1163, section 222*

- [No date] Commerce Corridor: \$500,000 appropriation for the Department to retain outside experts to conduct feasibility study of a new north-south transportation and utility corridor between Lewis County and the Canadian Border, east of I-405 and west of the Cascade Mountains. Initial activities include forming LTC working group to work with the Department and the outside consultant. Milestones to be determined. *ESHB 1163, section 305*

Washington State Ferries

- [July 1 and December 1, 2003] A report to the transportation committees by December 1 of a plan to be developed by July 1 to increase passenger only farebox recovery to at least 40 percent with an additional goal of 80 percent, through increased fares, lower operations costs and other cost-saving measures. *ESHB 1163, section 225*
- [December 1, 2003] A report to the transportation committees on the options, strategies and recommendations for managing fuel purchases and costs identified by working with the Department of General Administration. *ESHB 1163, section 225*
- [December 1, 2003] A report to the transportation committees on the potential for private or public partners, including but not limited to King County, to provide passenger-only service from Vashon to Seattle. *ESHB 1163, section 225*
- [December 1, 2003 and annually thereafter] A report to the transportation committees on the status of implementing and completing the regional fare coordination system (smart card). *ESHB 1163, sections 214 and 225*
- [December 1, 2004] A report to the transportation committees on the options, strategies, and recommendations for sale/lease-back agreements on existing ferry boats as well as new ferry boat purchases. *ESHB 1163, section 225*
- [Annually] An accounting of all exempt revenues to the transportation commission. *SSB 5974, section 5*
- [No date] A report to the transportation commission a summary of the promotional, discounted and special event fares offered during each fiscal year and the financial results from these activities. *SSB 5974, section 4*

Environmental Streamlining, etc.

The Transportation Permit Efficiency and Accountability Committee (TPEAC) has been reauthorized and charged with achieving several important outcomes and submitting a variety of supporting work plans. WSDOT's Environmental Affairs Office is expected to provide important substantive and staff support for these efforts. Key deliverables include:

- [June 30, 2003] A prioritization of programmatic agreement opportunities, supported by a detailed work plan submitted to the legislature. The work plan is to be reviewed and updated on a quarterly basis and submitted to the legislature twice yearly. *ESB 5279, section 2*
- [June 30, 2003] A detailed work plan covering watershed based mitigation activities to be submitted to the legislature. *ESB 5279, section 2*
- [June 30, 2003 and December 31, 2003] A status report to the legislature by December 31st of the detailed work plan developed by June 30th on one-stop permitting activities. *ESB 5279, section 2*
- [September 30, 2003 and December 31, 2003] By September 30th a joint review by the Washington State Department of Transportation, Department of Ecology, and Department of Fish and Wildlife of relevant federal, state and local environmental laws, regulations, policies, etc. and a report to the legislature of those instances which might allow for delegation to WSDOT or some other appropriate entity. A report to the legislature by December 31st on the status of delegation efforts. *ESB 5279, section 2*
- [December 31, 2003, and every six months] Summary report to the legislature that details the committee's status and performance and its progress in implementing its master work plan. *SB 5279, section 2*
- [December 31, 2003 and December 31, 2004] Appointment of a task force of representatives from cities and counties, WSDOT, and other agencies as appropriate, to identify one or more city or county permits for activities for which uniform standards can be developed for application by local governments. The task force is to submit a progress report to TPEAC and the legislature by December 31, 2003 and must conclude its work and report its final recommendations for review by the committee and the legislature no later than December 31, 2004. *SB 5279, section 2*

Workforce and Staffing Issues

Efficiencies legislation has imposed a number of reports on specific program initiatives specified for WSDOT

- [July 1, 2003] A joint report by the Department of Labor and Industries and WSDOT to the Governor and the transportation and labor on an assessment of the current practices, including survey techniques, used in setting prevailing wages for those trades related to transportation facilities and project delivery. *SSB 5248, section 205*
- [December 1, 2003] A report to the transportation committees by the Apprenticeship Council, working with WSDOT, other transportation jurisdictions, labor, and business organizations, on its findings and recommendations to establish technical apprenticeship opportunities specific to the needs of transportation. *SSB 5248, section 202*
- [December 1, 2003] A report to the transportation committees by WSDOT, working with local transportation jurisdictions and representatives of transportation labor groups, on its findings and recommendations to establish a human resources skills bank of transportation professionals. *SSB 5248, section 203*
- [December 2004 and biennially thereafter] A report from the secretary to the transportation committees on the use of construction engineering services from private firms. *SSB 5248, section 103*
- [No date specified] Development of a financial incentive program to aid in retention and recruitment of employee classifications “where problems exist and program delivery is negatively affected.” The program must be reviewed and approved by the legislature before it can be implemented. *SSB 5248, section 103*
- [No date specified] State interest component of the statewide multimodal transportation plan required to include a plan for enhancing the skills of the existing technical transportation work force. *SSB 5248, section 204*

Accountability

- [Ongoing] WSDOT and the Commission will be extensively involved, in ways not yet defined, in audit programs developed by the Transportation Performance Audit Board. *SSB 5748*
- [Ongoing] Detailed project program reporting system will be developed for the Commission, the LTC, and the public.
- [Annually] County Road Administration Board to compile the county data regarding maintenance management and submit it to the transportation commission. *SSB 5248, section 307*
- [No date specified] Municipal corporations to submit a maintenance management plan for certification by the Transportation Commission as a condition of receiving state funding. *SSB 5248, section 302*
- [No date specified] A county that has assumed the responsibilities of a metropolitan municipal corporation to submit a maintenance and preservation plan for certification by the Transportation Commission as a condition of receiving state funding. The same requirement is also imposed on Public Transportation Benefit Areas and Regional Transit Authorities. *SSB 5248, sections 303, 304, and 306*
- [No date specified] Cites and towns to provide preservation rating information to the Transportation Commission on at least seventy percent of the total city and town arterial network during the 2003-05 biennium, increasing in five percent increments in subsequent biennia. *SSB 5248, section 305*
- [No date specified] County Road Administration Board to establish a standard of good practice for maintenance of transportation system assets. The standards must be implemented by all counties no later than December 31, 2007. *SSB 5248, section 307*

Technology

- [January 15, 2004] WSDOT to authorize a type of approach to partially controlled limited access highways for the placement of wireless telecommunications facilities. The approach must be by annual permit and the department must set the cost of the permit in rule. *SB 5959, section 2*
- [January 15, 2004 and January 15, 2005] An implementation report on the process for issuing a lease for the use of the right of way to the house and senate technology and telecommunication committees by January 15th and a status report one year later. *ESSB 5977, section 7*
- [June 30, 2004] A report on its proposed application modernization plan to the transportation committees. *ESHB 1163, section 214*
- [December 1, 2004] A Report to the legislative committees on the survey, conducted by the Department of Information Services, that identifies possible opportunities and benefits associated with siting and use of technology and wireless facilities located on state right of way authorized by RCW 47.60.140. *ESHB 1163, section 214*

Other Matters

- [September 1, 2003] A report to the transportation committees describing its adopted design standards for maintenance facilities and the stakeholder involvement process undertaken to develop them. *ESHB 1163, section 304*
- [November 1, 2003 and November 1, 2004] If the department issues a call for rail freight projects, applications to be received by November 1st. *ESHB 1163, section 309*
- [December 15, 2003] A report to the legislature on the findings and recommendations by the committee created to determine whether there are sufficient supplies of construction aggregates within the state to meet the state's needs. WSDOT and the Department of Community, Trade, and Economic Development are to provide technical and staff support to the committee. *SSB 5305, section 1*
- [January 1, 2004] Funding provided for the analysis of the impacts that an expansion of the SR 520 Evergreen floating bridge will have on the streets of North Capitol Hill, Roanoke Park, and Montlake will lapse if the city of Seattle does not match the \$250,000 by January 1. *ESHB 1163, section 305*

- [December 1, 2004] A report on Local Programs projects receiving fund transfers. *ESHB 1163, section 310*
- [No date specified] WSDOT is directed to adopt by rule a uniform sign or signs to warn motorcyclists of potential road hazards in construction and maintenance zones. *SSB 5457, section 1*